

Master Plan Amendment #2020-00009

Text Amendment #2021-00002

Rezoning #2021-00003

CDD Concept Plan #2020-00007

Landmark Neighborhood – 5701, 5701B, 5801, 5815, 5901 Duke Street

Application	General Data	
Project Name: Landmark Neighborhood CDD	PC Hearing	June 24, 2021
	CC Hearing	July 6, 2021
	If approved, CDD Expiration	July 6, 2051 (30 years)
	Plan Acreage	2,241,885 sq. ft. (51.5 acres)
Address: 5701, 5701B, 5801, 5815, 5901 Duke Street	Existing Zones	CR/Commercial Regional CRMU-M/Commercial Residential Mixed Use (Medium)
	Proposed Zone	CDD #29 / Coordinated Development District #29
	Proposed Uses	Hospital, medical office, office, multi- family, townhouse, retail, restaurant
	Total Floor Area – <i>Max Residential</i>	5,565,000 sq. ft.
Applicant: Landmark Land Holdings, LLC c/o Foulger-Pratt, 12435 Park Potomac Ave, Potomac, MD 20854	Small Area Plan:	Landmark Van Dorn Corridor Plan

Purpose of Application
The applicant requests approval of a Master Plan Amendment, Text Amendment, Map Amendment (rezoning), and a CDD Concept Plan to allow for the future redevelopment of a 51.5-acre site with new streets, coordinated open space, and new buildings of varying densities, heights, and a mixture of uses.
Applications and Modifications Requested:

1. Amendments to the Landmark Van Dorn Corridor Plan chapter of the Master Plan to amend:
 - a. Framework Street alignments, hierarchy and identifiers;
 - b. Location of the Transit Hub;
 - c. Connectivity to I-395;
 - d. Location of pedestrian and bicycle facilities;
 - e. Location and size of Central Plaza open space;
 - f. Open space requirement for the Hospital Campus;
 - g. Active/ Retail Street locations and ground floor heights;
 - h. Maximum building heights;
 - i. Streetwall, Gateway and Placemaking locations
 - j. Retention of the existing parking garage; and,
 - k. Above-grade parking garage screening.
2. Initiation of, and a text amendment to, the Zoning Ordinance to amend the provisions of Section 5-602(A) to establish Coordinated Development District (CDD) #29;
3. Amendments to the official zoning map to change the zoning designation for 5701, 5701B, 5801, 5815, 5901 Duke Street from CR and CRMU-M to CDD #29; and,
4. A request for a Coordinated Development District Conceptual Design Plan.

Staff Recommendation: APPROVAL WITH CONDITIONS

Staff Reviewers:

Ashley Labadie, AICP, Urban Planner	Ashley.Labadie@AlexandriaVA.gov
Jeff Farner, Deputy Director	Jeffrey.Farner@AlexandriaVA.gov
Robert Kerns, AICP, Division Chief	Robert.Kerns@AlexandriaVA.gov
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CITY COUNCIL ACTION, JULY 6, 2021:

City Council approved the Planning Commission recommendation.

PLANNING COMMISSION ACTION, JUNE 24, 2021:

On a motion by Mindy Lyle, seconded by Melissa McMahon, the Planning Commission voted to initiate Master Plan Amendment #2020-00009. The motion carried on a vote of 5 to 0, with Commissioners Goebel and Ramirez recusing themselves.

On a motion by Mindy Lyle, seconded by Melissa McMahon, the Planning Commission voted to recommend approval of Master Plan Amendment #2020-00009. The motion carried on a vote of 5 to 0, with Commissioners Goebel and Ramirez recusing themselves.

On a motion by Mindy Lyle, seconded by Melissa McMahon, the Planning Commission voted to initiate Zoning Text Amendment #2021-00002. The motion carried on a vote of 5 to 0, with Commissioners Goebel and Ramirez recusing themselves.

On a motion by Mindy Lyle, seconded by Melissa McMahon the Planning Commission voted to recommend approval of Zoning Text Amendment #2021-00002. The motion carried on a vote of 5 to 0, with Commissioners Goebel and Ramirez recusing themselves.

On a motion by Mindy Lyle, seconded by Melissa McMahon, the Planning Commission voted to recommend approval of Rezoning #2021-00003. The motion carried on a vote of 5 to 0, with Commissioners Goebel and Ramirez recusing themselves.

On a motion by Mindy Lyle, seconded by Melissa McMahon, the Planning Commission voted to recommend approval of Coordinated Development District Conceptual Design Plan #2020-00007 subject to all applicable codes and staff recommendations, and with amendments to Condition #64d regarding building materials and new conditions #99A, #99B, and #99C regarding sustainability. The motion carried on a vote of 5 to 0, with Commissioners Goebel and Ramirez recusing themselves.

On a motion by Mindy Lyle, seconded by Melissa McMahon, the Planning Commission voted to approve Subdivision #2021-00003 with the condition changes recommended by staff. The motion carried on a vote of 5 to 0, with Commissioners Goebel and Ramirez recusing themselves.

Reason: The Planning Commission agreed with the staff analysis and found that the project as proposed met the goals and intentions of the Landmark Van Dorn Corridor Plan, and that the site redevelopment would be beneficial to Alexandria's West End, the City, and the region.

Commissioner Brown asked for clarification of the applicant and ownership status at the site, given the participation of Foulger-Pratt and Seritage. He also asked for clarification on the City's involvement with regards to the text amendment, and for the City's Attorney's guidance on making the appropriate motions.

Commissioner McMahon requested clarification on locations for the potential future pedestrian bridge over I-395, to ensure that the location shown in the presentation was not final, given various site impediments. Staff noted that CDD Condition #34 allows flexibility on the location of the potential future pedestrian bridge.

Commissioner Koenig expressed concerns about the relationship of the Master Plan to the proposal with regard to the Environmental Action Plan 2040 and requested that the Planning Commission work to better connect the climate goals with the development process.

Commissioner McMahon noted that the Master Plan proposal had improved in several ways since the 2019 plan, including a better site design, more rational road network, increased open space in a better location, and retention of the existing garage. She expressed concern about leniency for above-ground garage screening and parking counts and supported Commissioner Koenig's environmental concerns, as well as concern for the amount of affordable housing at the site.

Chair Macek agreed that the Master Plan is an improvement and agreed with the need to better link policies for sustainability to the entitlement process and expressed hopes of discussing it further at the Planning Commission retreat.

Commissioner Lyle recommended a revision to CDD Condition 64d, as requested by the applicant, and a new condition to permit greater flexibility on sustainability initiatives in the future.

Commissioner McMahon requested clarification to CDD Condition #57 on the amount of parking being requested and permitted, particularly in light of the garage to remain.

Commissioner Brown asked for more detail on Condition #68 and the utility of the Terrace Park, given the grade, and whether it met the intent of publicly accessible space. Staff noted that design of the park would be done at the DSUP level and in conjunction with the community and the Parks & Rec Commission.

Commissioner Koenig recognized Commissioner Lyle, the Eisenhower West Landmark Van Dorn Implementation Advisory Group, the EPC, the applicant, and City staff for efforts on the project, and reflected on the climate crisis and his role as a Planning Commissioner. He offered an amendment to clarify intentions to advance the climate and sustainability goals. Commissioners McMahon and Brown supported Commissioner Koenig's motion, while Commissioner Lyle and Chair Macek expressed concern with it regarding process and policy, while noting that they recognized the importance of the issue.

Speakers:

Arthur "Sash" Impastato, representing the Cameron Station Civic Association, spoke in support of the proposal.

Martin Menez, resident, seconded his support of Mr. Impastato's comments and noted his own support for the project.

Kathie Hoekstra, representing the Environmental Policy Commission, noted that the EPC sent a letter and that she is available to answer any questions.

Bill Hendrickson, resident, expressed concern about the nature of the sustainability proposal and the lack of a sitewide approach, given the City's commitment and examples from around the world. He requests that the PC support a sitewide environmental site plan.

Cathy Puskar, attorney for INOVA Health Services, spoke in support of the project and noted that the project meets the requirements of the City's 2019 Green Building Policy and successfully balances a number of competing priorities at the site, including the fire station and affordable housing.

Tom McDuffie, President of INOVA Realty, spoke in support of the project and outlined INOVA's sustainability initiatives.

Jay Kelly, Foulger-Pratt, spoke in support of the project and described the various site improvements and community benefits that would come with the redevelopment.

Jonathan Rak, attorney for the applicant, spoke in support of the project and requested a change to Condition 64b, as outlined below.

64. CONDITION AMENDED BY PLANNING COMMISSION: Building massing, height and design within the CDD Concept Plan shall comply with the following conditions to the satisfaction of the Director of Planning & Zoning and be subject to future DSUP approval:

- a. The streetwall along each development block will include variations in height and setbacks to achieve the intent of the Small Area Plan.
- b. Building breaks or building recesses are strongly encouraged for buildings that exceed 200-ft in length.
- c. Streetwall design shall generally reflect or complement the language of the towers above.
- d. Building materials for all building facades facing a street shall be brick, glass, stone, wood, metal, precast, ceramic panels or similar materials, as permitted by the Director of Planning & Zoning. Use of fiber cement ~~shall be prohibited on building facades visible from a street or public park. For townhouses, a percentage higher than 20% may be permitted if the approach is consistent with the design intent of the townhouses and may be approved as~~ part of the DSUP process.
- e. The following shall be provided for the Required and Preferred Active/Retail Streets, to the satisfaction of the Director of Planning & Zoning:
 - i. Ground-floor uses along Required Active/ Retail Streets should include uses such as, retail, restaurant, personal service, health and wellness, indoor recreation, concert or performance venues, art galleries, museums, community service providers, maker spaces, childcare facilities, pet grooming and care facilities, grocery stores, or other similar uses as permitted in the CDD zoning table. Non-typical retail uses such as coworking and brewery/distillery, are permitted to a limited extent if the use meets the intent of the Plan and provides a public serving component (such as hosting community meetings and public functions, including an embedded retail/restaurant, or providing outdoor seating). (P&Z)
 - ii. The ground floor of multifamily and Hospital Campus buildings along Preferred Active/ Retail Streets may include, but are not required to provide, the uses permitted on Required Active/Retail Streets per the CDD zoning table. In addition, the ground floor of multifamily and Hospital Campus buildings along Preferred Active/Retail Streets may provide building lobbies, amenity spaces, community rooms, patient education spaces and other similar uses that do not necessitate commerce, along the entire street frontage. Ground floors of buildings along Required Active/Retail Streets may provide these uses to the minimum size necessary. (P&Z)
 - iii. Street frontages designated for Required and Preferred Active/ Retail streets outside of the Hospital Campus shall prioritize multiple storefronts, entrances, large, transparent windows, and be designed with a minimum height of 15-ft. from top of slab to underside of slab, and a minimum 30-ft. depth. Preferred Active/Retail frontages on the Hospital Campus shall maximize transparency to the extent possible while maintaining the necessary Hospital Campus functions and shall be designed with a minimum floor to floor height of 15 ft. (P&Z)
- f. Functional building entrances, stoops and windows that face the street should be prioritized. (P&Z)

- g. Townhomes and townhouse-style multifamily units (e.g., two-over-twos, stacked townhouses, and back-to-back townhouses), if provided, are limited to Block M and the eastern portion of Block L. (P&Z) (PC)

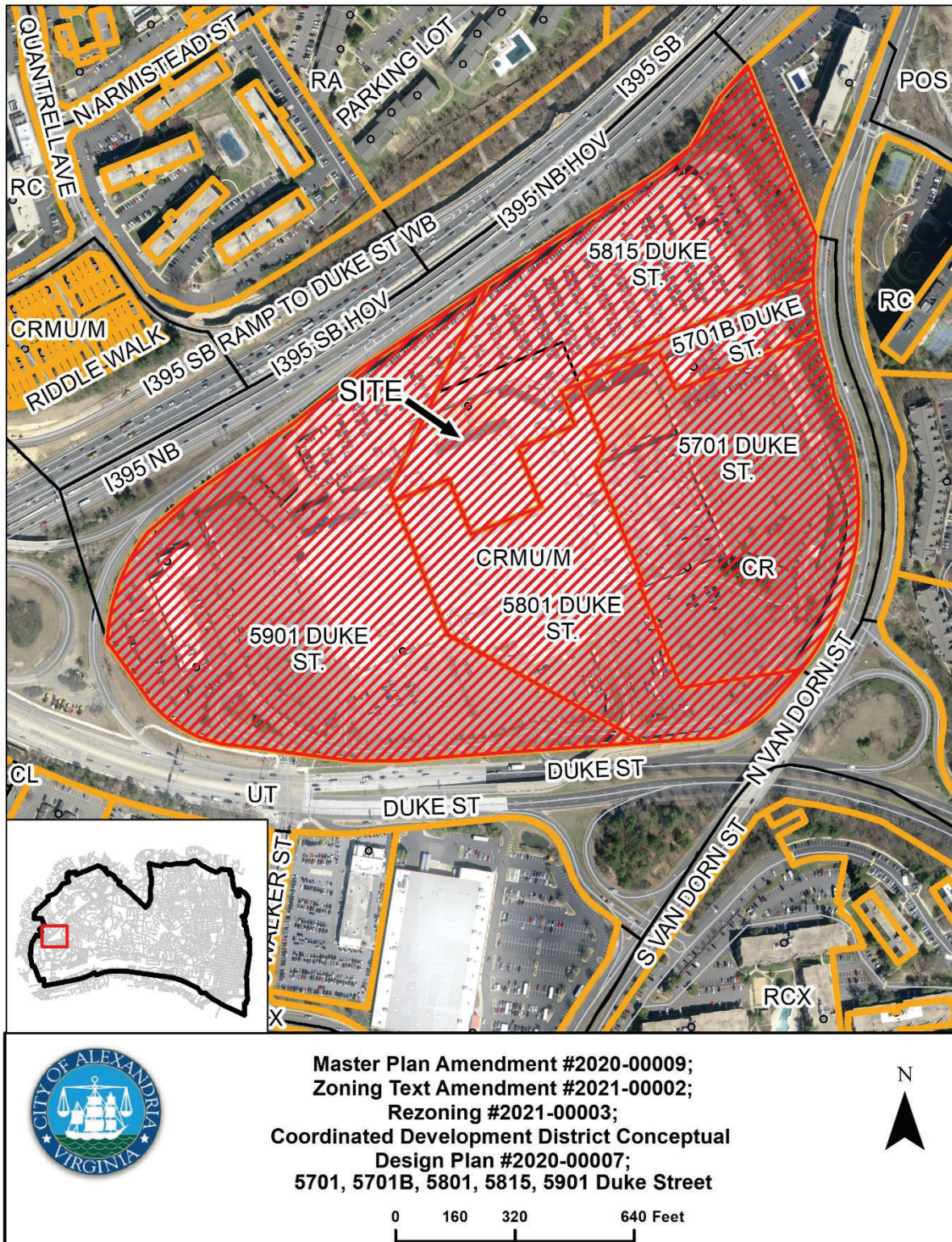
NEW SUSTAINABILITY CONDITIONS:

99A. CONDITION ADDED BY THE PLANNING COMMISSION: The applicant may propose additional strategies to the sustainability conditions outlined below and these additional sustainability strategies may be incorporated administratively to the satisfaction of the Directors of T&ES and P&Z. (PC)

99B. CONDITION ADDED BY THE PLANNING COMMISSION: The applicant shall prepare an Energy and Resilience Plan which delineates its proposed concepts, elements, metrics, and phasing for:

- a. Individual building efficiency and site wide energy demand
 - b. On site renewable energy
 - c. On site district energy
 - d. On site electrical storage
 - e. Off-site renewable energy
 - f. Building and grid integration
 - g. Resilience
- (PC)

99C. CONDITION ADDED BY THE PLANNING COMMISSION: The Energy and Resilience Plan shall be completed to the satisfaction to the Director of Planning and Zoning and submitted as a component of the Infrastructure site plan. (PC)



PROJECT LOCATION MAP

I. SUMMARY

A. Recommendation

Staff recommends **approval** of the proposed amendments to the Landmark Van Dorn Plan chapter of the Master Plan through the Landmark Van Dorn Corridor Plan (Corridor Plan) overlay, the proposed Coordinated Development District (CDD) Concept Plan and related rezoning application, and the initiation of the a text amendment to the Zoning Ordinance, subject to compliance with the Staff recommendations. Consistent with the intent and vision of the Corridor Plan for an urban, mixed-use neighborhood, the proposed amendments and CDD Concept Plan enable the following:

- Removal of the existing fly-over infrastructure on Duke Street that has served as a visual and physical barrier to the site;
- Comprehensive redevelopment of a site that has been underutilized for over a decade;
- A 1 million square foot Level II Trauma Hospital, Cancer Center and associated medical office building;
- Fire station with co-located affordable housing;
- 10% of all units as affordable housing;
- Centrally located transit hub;
- New urban street grid with a mix of public and private streets, including converting Duke Street into an urban boulevard;
- 285,000 sq. ft. of community serving retail;
- 4.14 acres of new ground-level publicly accessible parks and open space;
- Site-wide stormwater treatment and infrastructure improvements on a never treated parcel; and
- Environmental sustainability measures beyond the City’s Green Building Policy.

II. BACKGROUND

A. Site Context and History

General Information

The project site is in the Landmark Neighborhood, bounded by I-395 to the north and west, N Van Dorn Street to the east, and Duke Street to the south. It comprises five lots of record within the land created by the intersection of these streets. The existing lots range from 68,669 sq. ft. (5701B Duke Street) to 791,782 sq. ft. (5901 Duke Street). In total, the project site measures 2,241,885 sq. ft. (51.5 acres). To the east, across N Van Dorn Street and south across Duke Street, is a mix of commercial development and predominantly multifamily housing. Landmark is 1.8 miles (35-minute walk) from the Van Dorn Street Metro Station.

Site Features

The project site is in the Holmes Run Watershed. The eastern edge contains a wooded slope downward to N Van Dorn Street. Most of the project site is covered in impervious material, including buildings and surface and structured parking. No portion of the site is located within a

floodplain.

Existing stormwater runoff in the Landmark Van Dorn Corridor Plan area affects Backlick and Holmes Run because of high imperviousness and limited detention or treatment. Such effects include acceleration of stream velocities and degradation of stream channels, declining water quality, flooding, an increase in volume of runoff with higher pollutant concentrations, and damage to stream and aquatic life. Because existing development at the Landmark site preceded current requirements for detaining and treating stormwater, the site does not currently have any stormwater quality or quantity controls, which leads to significant volumes of polluted stormwater runoff flowing directly into Backlick Run through the storm drainage system.

Site History

The 51.1-acre Landmark site is the location of the former Landmark Mall, once a prominent regional retail shopping center. Originally developed as an outdoor mall in 1965, Landmark was the first mall in the region to feature three anchor department stores. During the 1980s, when open-air malls fell out of favor, the owners enclosed the center, and by 2010, the mall was largely vacant.

Current Uses

Following the closing of the Mall, the site has provided many interim uses, including seasonal markets and festivals, a movie set, automobile storage, distribution, and has served as the temporary Carpenter's Shelter while it underwent redevelopment in the Braddock neighborhood. The site also remains a major transfer station for DASH and WMATA buses.

B. Project Evolution/Procedural Background

Redevelopment at this site has been planned for many years. In 2009, the City Council incorporated the Landmark/Van Dorn Corridor Plan into the City's Master Plan as an amendment to the Landmark/Van Dorn Small Area Plan, and redevelopment approvals for a portion of the site were brought forward in 2013 and 2016. In 2018, after delays due to changes to the Landmark Mall sites' ownership structure, changes in department store ownership, and the overall real estate market; The Howard Hughes Corporation, a development company and partial owner of the Landmark Mall site since 2010, indicated their readiness to move forward with redevelopment. This required an update to the Landmark Mall framework plan and 2009 Landmark/Van Dorn Corridor Plan.

Since the City Council adopted the Landmark Neighborhood Chapter of the Landmark/Van Dorn Corridor Plan in May 2019, the City facilitated discussions between Inova Health System and the property owners (The Howard Hughes Corporation and Seritage Growth Properties) to explore the possibility of relocating Inova Alexandria Hospital to a redeveloped Landmark site. In 2020, Foulger-Pratt, a real estate investment and development firm, became the master developer for the site and partnered with Seritage and Howard Hughes to process and manage the redevelopment of the site.

C. Fiscal Impact

In December 2020, an initial agreement between the City and applicants was announced in the form of a non-binding Preliminary Term Sheet document that explains the intent of the City of

Alexandria; Inova Health System; and a development joint venture of Foulger-Pratt, and property owners, The Howard Hughes Corporation and Seritage Growth Properties. The Preliminary Term Sheet lays out the principal business terms and responsibilities among the parties, which provides a foundation for formal regulatory applications such as this Master Plan Amendment and CDD Concept Plan request and future DSUP proposals.

The proposal includes using \$54 million in public bond financing to allow the City to acquire the land for the hospital and lease it to Inova, as well as \$76 million in public bond financing for site preparation and infrastructure at the Landmark site and adjacent Duke Street and Van Dorn Street corridors. By investing public funds, the City would accelerate the revitalization of the site and Alexandria's West End. This investment of public monies through the use of bonds will enable to the City to tap into future tax revenues generated by the site's redevelopment to repay those bonds.

This method of financing is called Tax Increment Financing (TIF), which is a commonly used method of public economic development financing utilized in the United States. For reference, the Potomac Yard Metrorail Station, now under construction, is largely financed through the same principles as a TIF. Staff expects these investments to generate \$778 million in City tax revenue over the 30-year life of the bonds, which will cover the principal and interest on the bonds as well as contribute to public safety, schools, human services, transportation, environmental protection, and other expenditures in the City's general fund. The Landmark-Van Dorn Small Area Plan approved by City Council in 2009 contemplated a to-be-determined level of financial participation by the City.

The hospital uses on the site will be exempt from certain taxes under state law, but most of the site will be subject to the same taxation as any other residential or commercial property. The City's support of the Landmark redevelopment allows Inova Health System – a nonprofit critical care provider – to expand its services in Alexandria, which is a more expensive urban location for development than surrounding suburban options.

III. STAFF ANALYSIS

The 51.5-acre site is an important catalyst for redevelopment of parcels south of Duke that form the West End Town Center identified in the Landmark Van Dorn Corridor Plan (Corridor Plan).

A. Master Plan Amendments

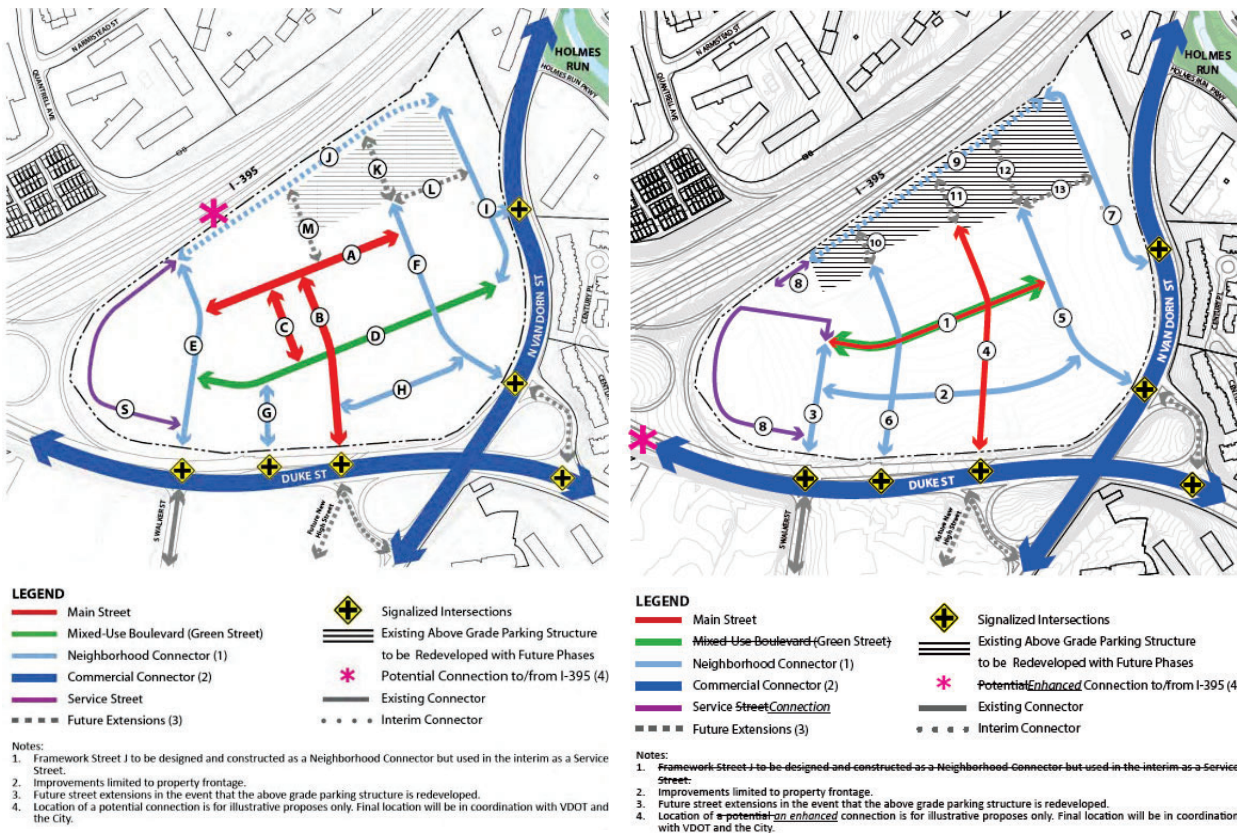
Guiding implementation of the Corridor Plan vision are a series of graphics and recommendations illustrating an urban grid of streets, blocks, and programmed open spaces, including a central activated core safely accessed by multiple travel modes. The proposed Master Plan Amendments include:

- Framework Street alignments, hierarchy and identifiers;
- Location of the Transit Hub;
- Connectivity to I-395;
- Location of pedestrian and bicycle facilities;
- Location and size of Central Plaza open space;
- Open space requirement for the Hospital Campus;

- Active/ Retail Street locations and ground floor heights;
- Maximum building heights;
- Streetwall, Gateway and Placemaking locations
- Retention of the existing parking garage; and,
- Above-grade parking garage screening.

1. Street Framework

The street framework is one of the fundamental elements of the Corridor Plan that sets the stage for the future urban environment and how people use and access the site. The proposed revisions are depicted below (Figure 1).



2019 Landmark Van Dorn Corridor Plan

MPA Request

Figure 1: Framework Plan and Complete Streets Typology

Staff supports the proposed street alignments and finds the proposal consistent with the intent of the Plan, which is to ensure a connected development with short, pedestrian-oriented block lengths. The southward shift of east/west Streets 1 and 2 (Streets A and D in the Plan) creates rationally sized blocks along the existing parking garage.

The street hierarchy as described by the Plan consists of Main Streets, Neighborhood Connectors, Mixed-Use Boulevard (Green Street), Commercial Connectors, and a Service Street. As illustrated

in Figure 1, the applicant proposes Street 2 to function as a Neighborhood Connector, as opposed to a Mixed-Use Boulevard (Street D), as prescribed by the Plan.

Envisioned as a wider boulevard with a transit hub, Street D in the Plan was intended to serve as a “green” spine connecting all publicly accessible parks and open spaces across the site with sustainable design elements and stormwater best management practices. Street 2 will provide the transit hub in the general location outlined in the Plan, and the green street elements and bicycle facilities will be incorporated into proposed Street 1. This fulfills the purpose of connecting the publicly accessible open spaces and complements the retail and open space core.

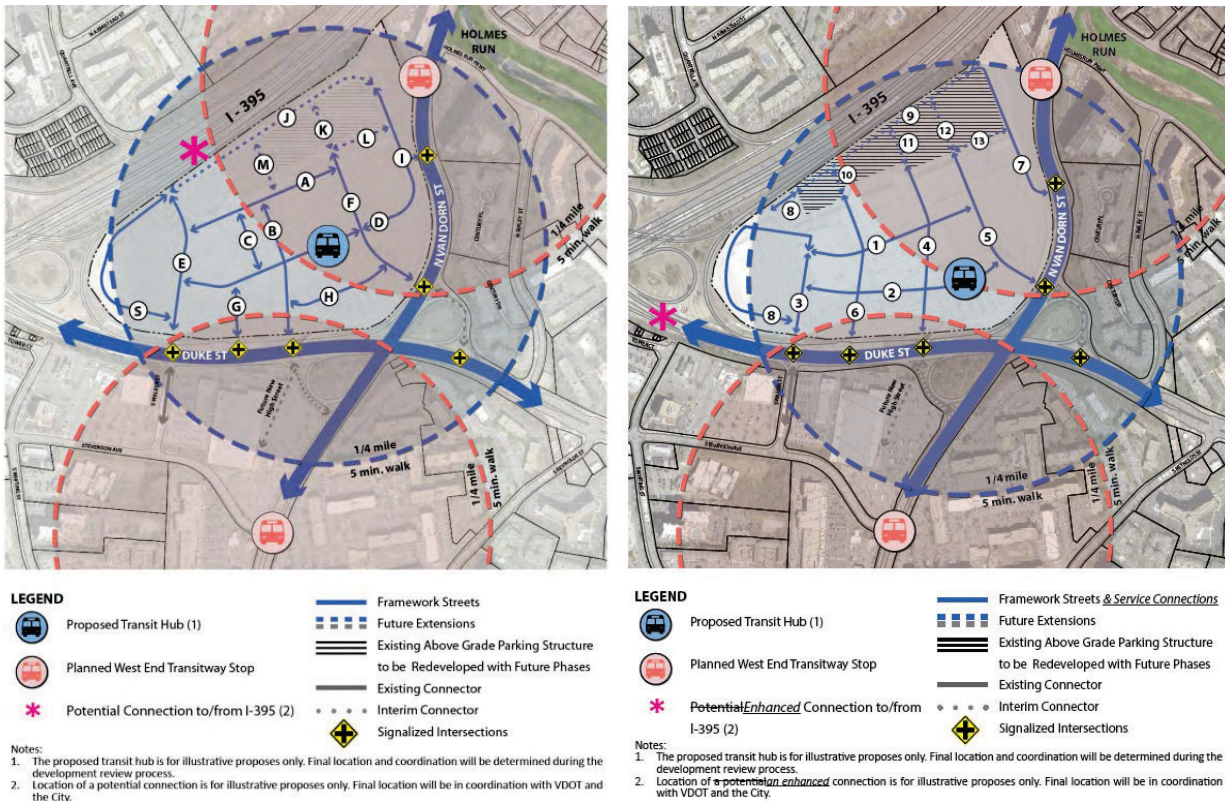
Streets 1 and 4 will function as Main Streets, consistent with the City’s Complete Streets Guidelines, to encourage activation. Main Streets are encouraged to serve as an extension of the adjacent Central Plaza open space and may be closed for programmed events. Service Streets are proposed as Service Connections primarily to differentiate use of these streets as mainly utilitarian and not fundamental to the urban framework. Street 8 serves as the main Service Connection and is found generally in the same location as the Plan.

All other streets will serve as Neighborhood Connectors, helping to connect the overall framework as tree-lined streets with sidewalks and on-street parking. In addition to accommodating single occupant vehicles, the Street 7 Neighborhood Connector, will bring service vehicles to Street 8, as needed. Staff supports the requested modifications to the hierarchy and finds that the proposal supports a variety of safe and comfortable travel options with enhanced infrastructure for all modes of transportation, as intended by the Plan.

In the event the existing parking structure is demolished in the future, the Plan maintains the recommendation to incorporate additional framework streets and blocks.

2. Transit Hub

The applicant proposes to slightly modify the location of the transit hub to the south on the site due to the reconfigured street network, as shown in Figure 2. Staff supports the proposed location of the transit hub between Streets 4 and 5 on Street 2 as it is shown generally in the location intended by the Corridor Plan to support greater access and use of transit as an efficient and convenient transportation option. The proposed street framework eliminates the needs for Street H in the Plan, allowing for a more prominent location of the hub one block closer to the entrance of the site.



2019 Landmark Van Dorn Corridor Plan

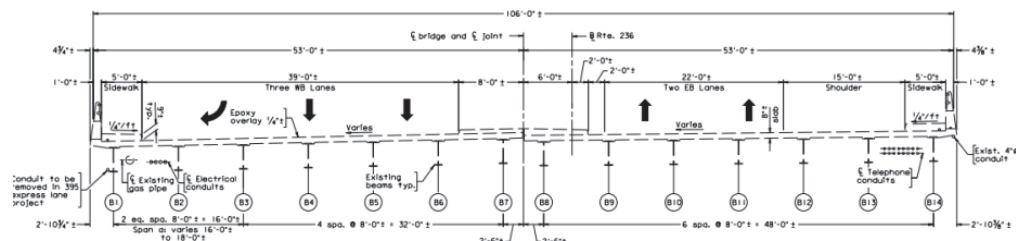
MPA Request

Figure 2: Transit Hub

3. Connectivity to I-395

Staff will continue to work with VDOT and FHWA to provide an enhanced vehicle connection from I-395 (northbound) to the site, along the Duke Street from the northbound exit ramp to the Duke Street and S. Walker Street intersection. The Corridor Plan recommends a potential ramp connection to I-395 as seen in Figures 1 and 2 (pink asterisk, left graphic), above, with the acknowledgment that the final location would be in coordination with VDOT and the City. Staff supports the alternative approach towards enhanced connectivity in the location described in Figures 1 and 2 (pink asterisk, right graphic). Not only will this amendment fulfil the intent of the Plan, it also aligns with current efforts by VDOT to enhance pedestrian and bicycle connectivity across the Duke Street/Little River Turnpike bridge, as seen in Figure 3. Construction by VDOT is anticipated to start Summer 2021.

Existing Street Cross Section



Proposed Street Cross Section

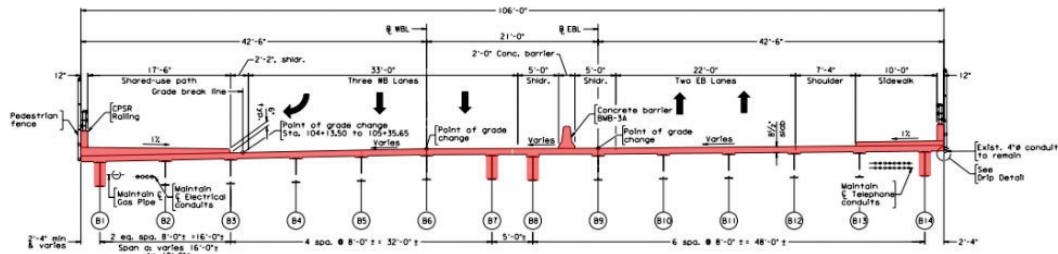
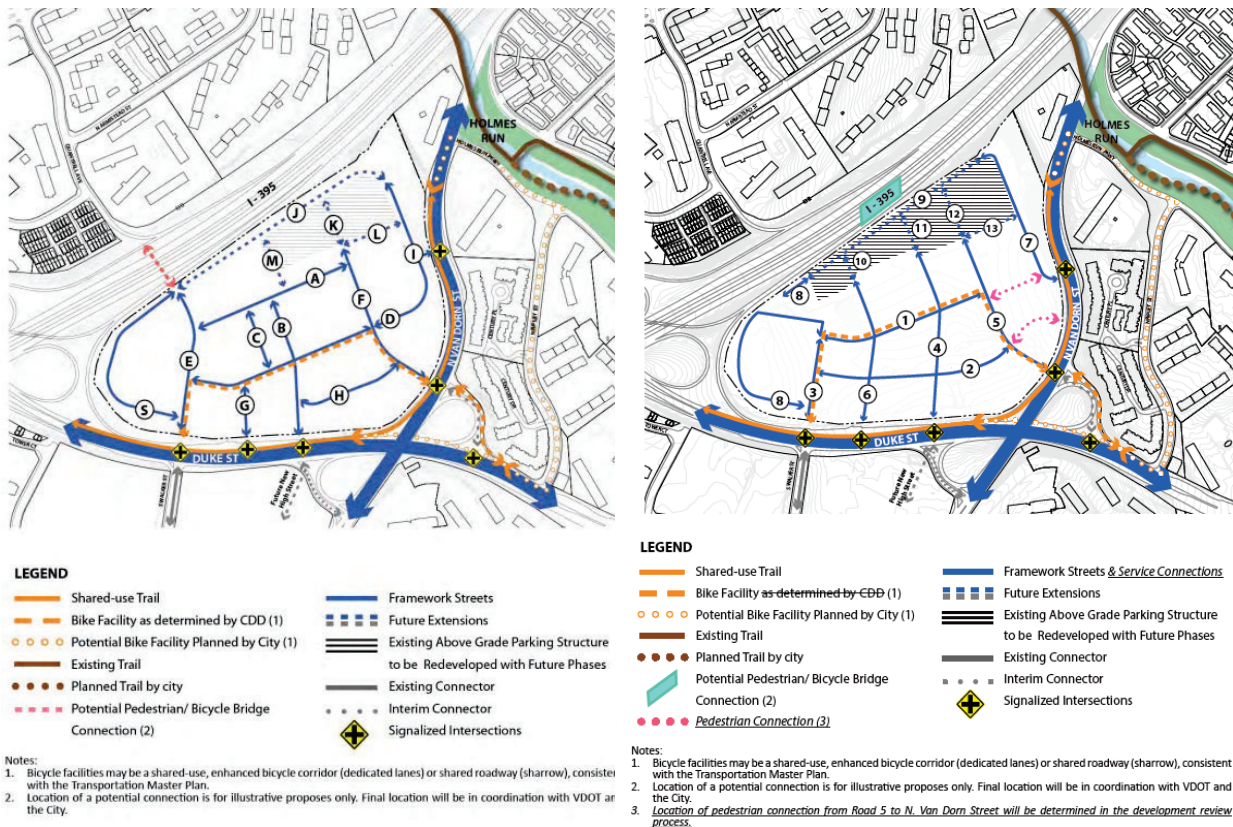


Figure 3: VDOT Proposed Improvements for Duke Street Bridge

4. Bicycle and Pedestrian Facilities

The applicant proposes to modify the plan's pedestrian and bicycle facilities network to accommodate an east/west connection along Street 1 (Street A in the Corridor Plan) instead of Street 2 (Street D in the Corridor Plan), to include pedestrian connections between Streets 5 and 7, and to update the symbol for the potential pedestrian/bicycle bridge over I-395, as depicted in Figure 4, below.



2019 Landmark Van Dorn Corridor Plan

MPA Request

Figure 4: Pedestrian and Bicycle Facilities

i. East/west Bicycle facility on Street 1

As seen in Figure 4, the proposed amendment is consistent with the intent of the Corridor Plan, which is to ensure appropriate non-automotive ingress and egress and internal bicycle connections through the site. Consistent with the Plan, the east/west bicycle connection facilitates safe cycling to the retail core and Central Plaza from two north/south connections along Streets 3 and 5.

ii. Pedestrian Connections

The Corridor Plan envisioned an at-grade intersection at N. Van Dorn Street that would bring people into the site via an underground parking garage, requiring Street I in the Corridor Plan to be elevated. This elevated configuration required connection to Street D.

The current CDD Concept Plan proposes that Street 7 will meet the new intersection with N. Van Dorn Street and direct vehicles to the existing above grade parking garage. In this configuration, Street 7 and Street 5 are separated by significant grade making vehicular connection infeasible. However, to ensure connectivity across the site, the applicant proposes two pedestrian connections from Street 5 to Street 7: one through the new paseo open space and one through the development to the south of the paseo, as seen in the pink dashed line in Figure 4 (right graphic). Staff supports this alternative recognizing the topographic challenges and the opportunity non-vehicular connections provide for placemaking in this part of the site.

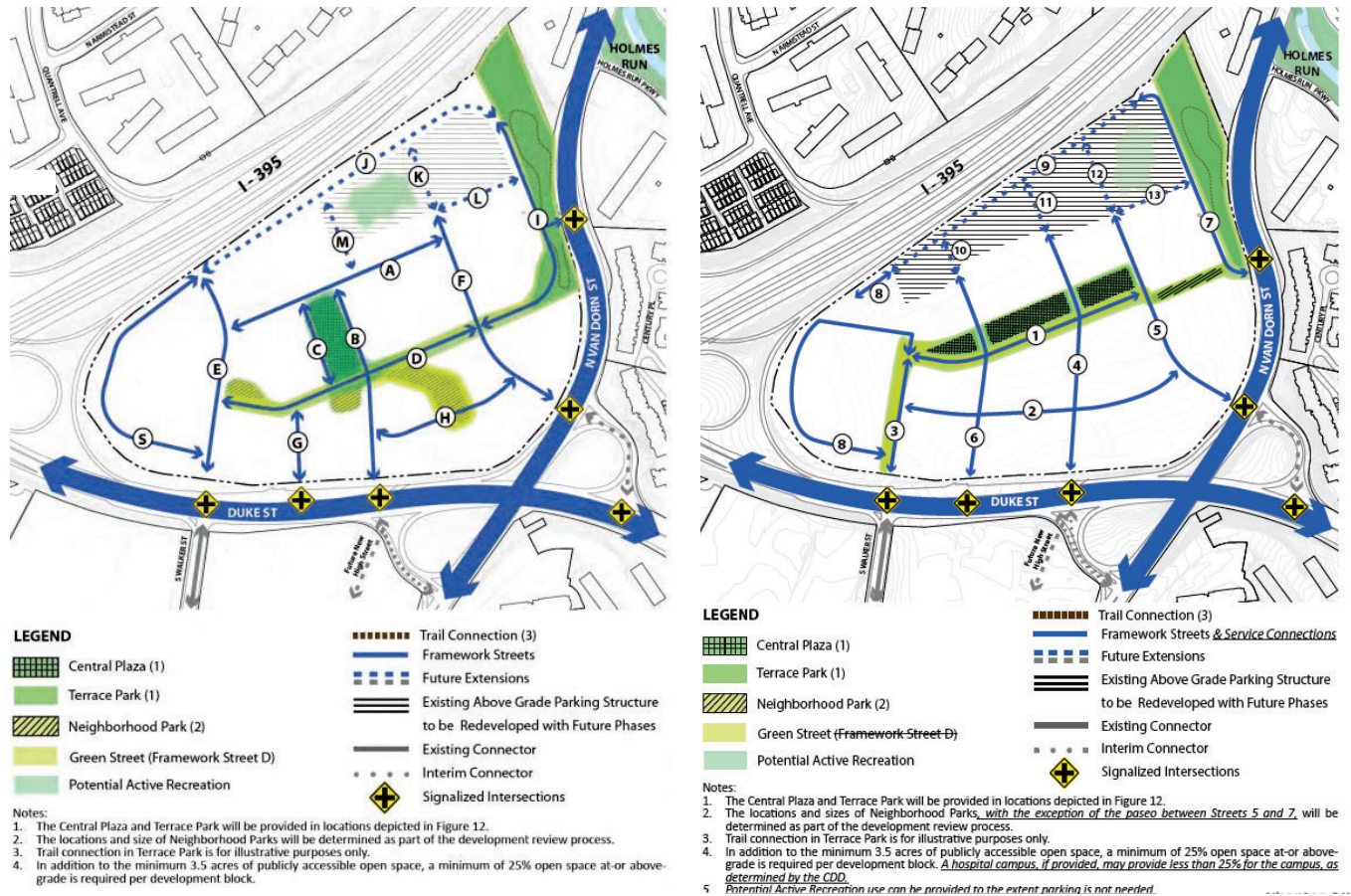
iii. Potential Pedestrian and Bicycle Bridge Connection

The applicant proposes to amend the graphic for the Potential Pedestrian/Bicycle Bridge Connection from a *dashed line* across I-395 in the northwestern portion of the site to a *symbol* indicating that a potential bridge could generally occur along the I-395 frontage of the site outside of the INOVA campus frontage with I-395.

The bridge will be contingent on future Federal and/or State funding, and should it become available, coordination among associated agencies would ensue and a final location would be recommended at that time. In the near-term, as mentioned above, VDOT proposes to rehabilitate the existing Duke Street bridge to include replacing the westbound sidewalk with a shared-use path and widening the eastbound sidewalk, as seen in Figure 4.

5. Open Space

The applicant proposes modification of the open space configuration across the site to align with the proposed street framework as well as modified locations of the Corridor Plan's Central Plaza Open Space and Neighborhood Parks, as depicted below (Figure 5).



2019 Landmark Van Dorn Corridor Plan

Figure 5: Open Space

i. Open Space Alignment and Size

Staff supports the proposed locations of the open space system as it maintains the goal of providing publicly accessible at-grade open spaces across the site connected by a continuous “green spine”. The Corridor Plan envisioned a green street connecting a 2.5-acre Terrace Park to a 0.45-acre Central Plaza and a variety of Neighborhood Parks. Staff supports the applicant’s proposal to specify an at-grade Neighborhood Park, or paseo, between Streets 5 and 7, to provide the necessary connection and cohesive open space system consistent with the Corridor Plan. Together, these three open spaces will serve as the fixed locations of the minimum 3.5 acres of publicly accessible open space across the site.

Staff also supports the proposed east-west orientation of the Central Plaza and expansion along Street 1. The proposed configuration not only ensures a park connection across the site, but it also facilitates the intent of the Plaza, which is to serve as the central outdoor community gathering area for programmed events, interaction with surrounding active uses such as retail, restaurants, and other commercial uses.

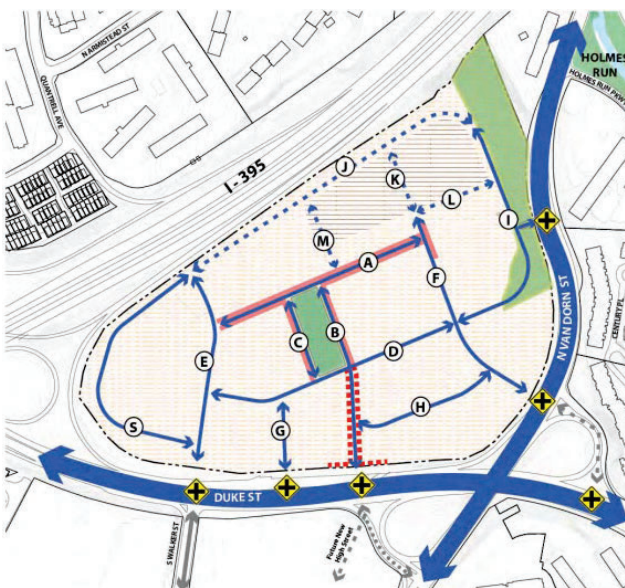
ii. Open Space Requirement for the Hospital Campus

In addition to the required minimum 3.5 acres of publicly accessible ground-level open space across the Landmark site, the Corridor Plan recommends each development block provide a minimum of 25 percent open space at- or above-grade. The amount of open space provided at- or above-grade for each development block will be determined through the development review process; however, the applicant proposes to modify the Corridor Plan's open space requirement to allow for a reduction of the required minimum 25 percent on the Hospital Campus.

The Plan incorporates flexibility for blocks that cannot meet the 25 percent on-site open space requirement by allowing for consolidation on adjacent blocks if provided at-grade. Staff supports permitting additional flexibility for open space on the Hospital Campus block, due to the unique building and site needs of the use, including accommodations for emergency vehicle circulation and a rooftop helipad.

6. Required and Preferred Active/Retail within the Land Use Map

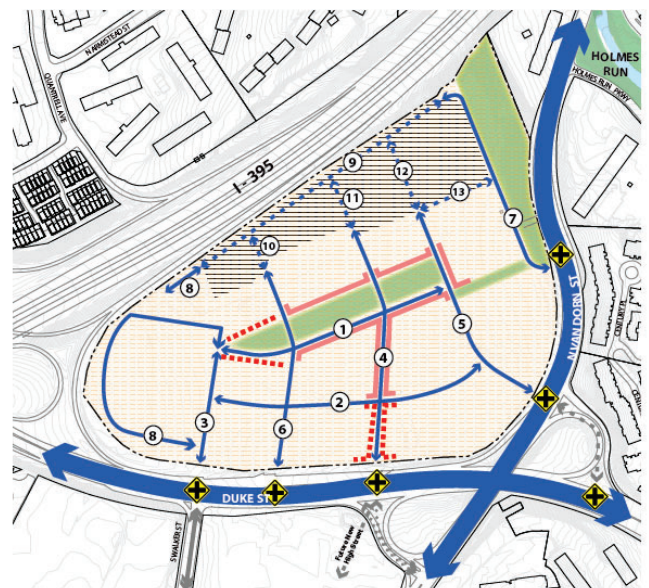
The applicant proposes to modify the Corridor Plan's Required and Preferred Active/Retail locations, based largely upon the proposed street and block reconfiguration, as depicted below (Figure 6), and to modify the required height of ground floors along these streets from 17.5 ft to 15 ft.



LEGEND

- Required Active Retail Streets
- Preferred Active Retail Streets
- Mixed-Use (Minimum 20% Non-residential)
- Fixed Public Parks (Central Plaza (1) and Terrace Park)
- Framework Streets
- Future Extensions
- Existing Above Grade Parking Structure to be Redeveloped with Future Phases
- Existing Connector
- Interim Connector
- Signalized Intersections

Notes:
1. May include one-story accessory structures consistent with the intent of the park, if approved as part of the development review process.



LEGEND

- Required Active/Retail Streets
- Preferred Active/Retail Streets
- Mixed-Use (Minimum 20% Non-residential)
- Fixed Public Parks (Central Plaza (1), Poseo, and Terrace Park)
- Framework Streets & Service Connections
- Future Extensions
- Existing Above Grade Parking Structure to be Redeveloped with Future Phases
- Existing Connector
- Interim Connector
- Signalized Intersections

Notes:
1. May include one-story accessory structures consistent with the intent of the park, if approved as part of the development review process.

2019 Landmark Van Dorn Corridor Plan
Figure 6: Land Use

MPA Request

Staff supports the requested modifications to the locations of Required and Preferred Active/Retail Streets, as the intent to provide active ground floors, both in use and building design along Main Streets A, B and C in the Corridor Plan, is generally provided along proposed Main Streets 1 and 4.

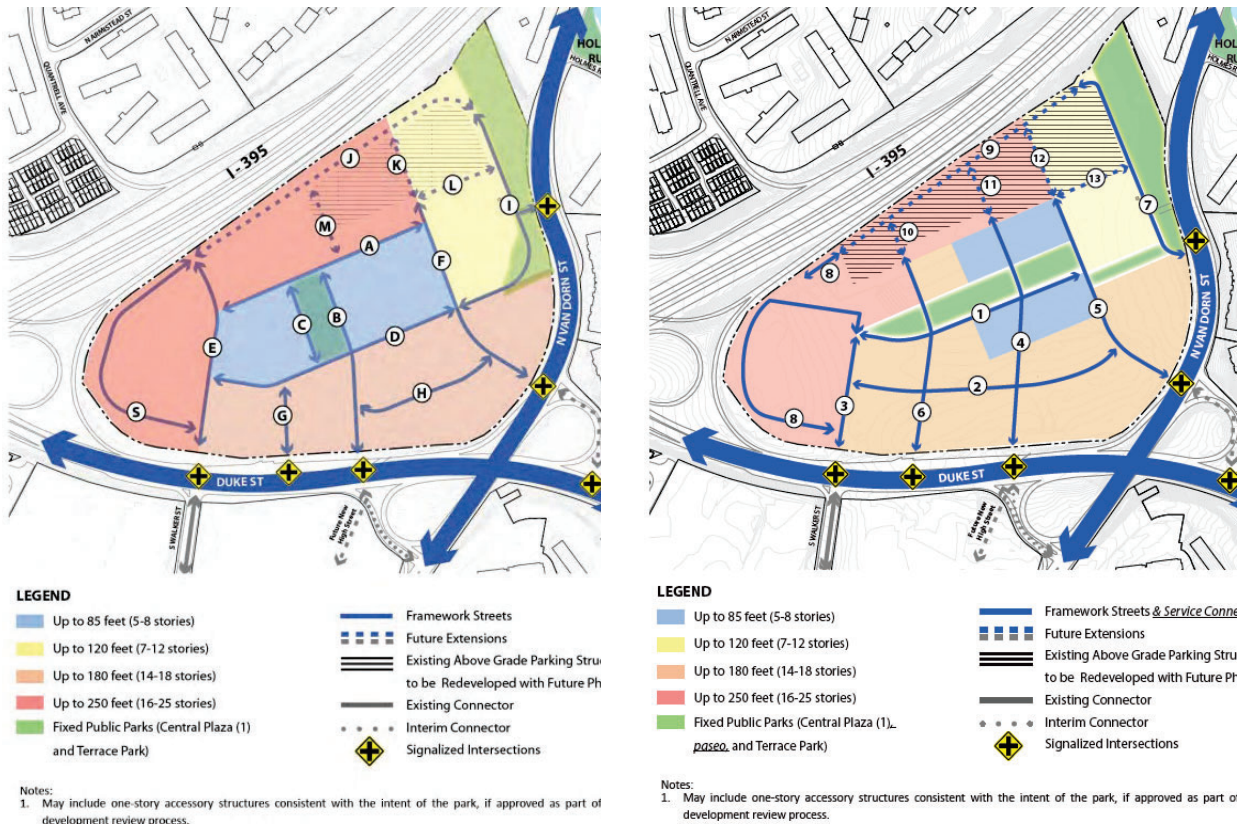
Ground floors of buildings fronting Required and Preferred Active/Retail Streets will be designed consistent with other Small Area Plans. These accommodations include a minimum interior height of 15 feet, a minimum depth of 30 feet, and prioritizes multiple storefronts, entrances, and large, transparent windows. These qualities are important externally for the pedestrian realm and internally for flexible uses of buildings over time.

These spaces are envisioned to host a number of active uses, such as traditional retail, personal service, health and wellness, commercial, art and entertainment, and in some instances coworking and brewery/distillery uses. Support space, like lobbies, indoor amenity spaces, community rooms, and workout facilities and similar uses are envisioned for Preferred Active/Retail Streets but are designed not to preclude future occupation by activation uses found on Required Active/Retail Streets.

Consistent with the Plan, the building frontages on both sides of Street 4 between Duke Street and Street 2 are proposed as Preferred Active/Retail Streets, with Required Active/Retail Streets on Street 4 between Streets 2 and 1. Building frontages surrounding the Central Plaza along Street 1 from Street 6 to 5 are proposed to be Required Active/Retail. The frontages along Street 1 between Street 3 and 6 within the Hospital Campus will be provided as Preferred Active/Retail Streets to ensure buildings are designed to encourage activation both in design and use. While the street configuration modifies the Active/Retail Streets proposed in the Corridor Plan, the pattern of active street frontages is otherwise consistent with the Corridor Plan's objectives.

7. Building Heights

The applicant proposes to modify the Corridor Plan's building heights, as depicted below (Figure 7).



2019 Landmark Van Dorn Corridor Plan MPA Request

Figure 7: Building Heights

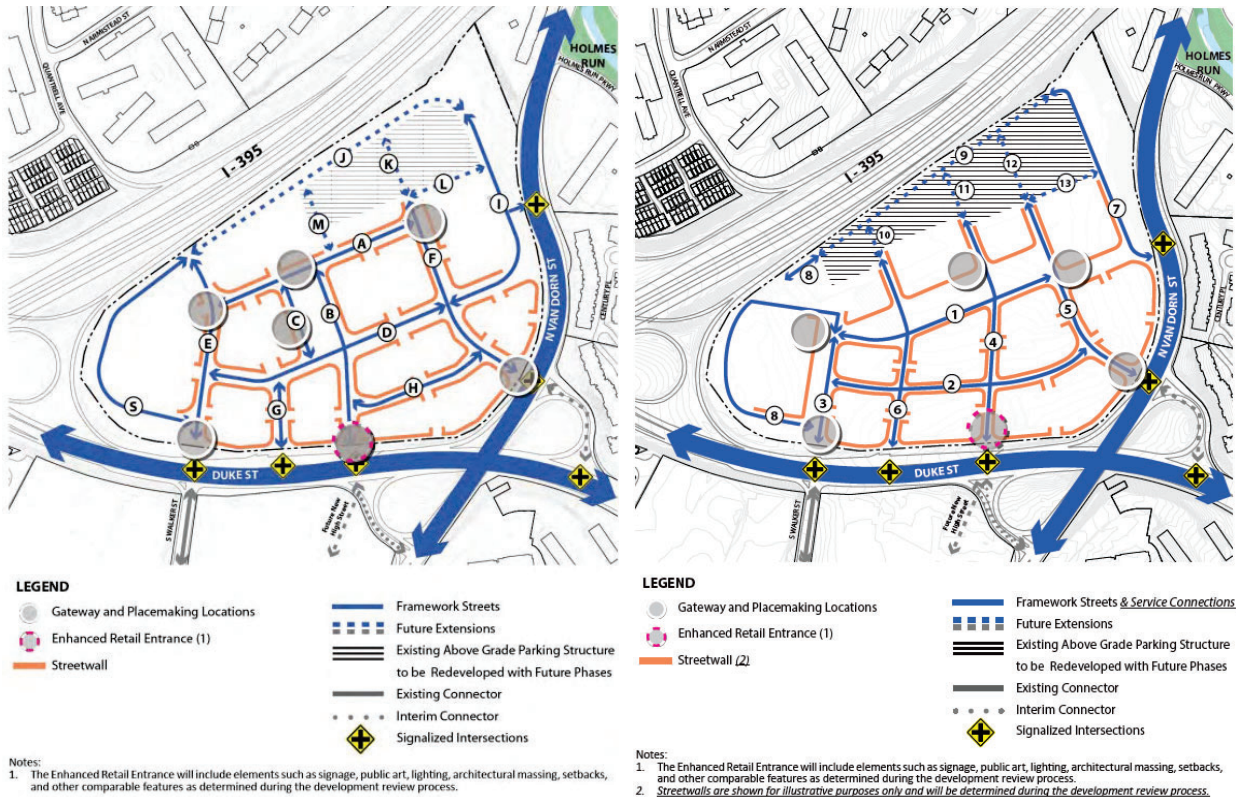
Staff supports the proposed maximum height modifications as they align with the proposed street framework and are consistent with the Corridor Plan's intent to ensure a dynamic skyline and neighborhood identity through a variety of heights.

The previously proposed maximum heights, ranging from 85 feet to 250 feet across the neighborhood, remains and generally in the locations as prescribed by the Corridor Plan. The building maximums also remain consistent, at 250 feet and generally located along the western edge and along I-395; maximums of 180 feet are located along Duke Street and portions of N. Van Dorn Street; 120 ft. maximums are maintained along the Terrace Park; and 85 ft. maximums are found flanking a block and a half of the Central Plaza.

Maximum heights going west for the remainder of the Central Plaza frontage are proposed to graduate up to 180 feet and up to 250 feet as they transition to the Hospital Campus anchor on the west end of the site.

8. Streetwall, Gateway and Placemaking Locations

The applicant proposes to modify the Corridor Plan's streetwall, gateway and placemaking locations to reflect the proposed street network and revised Central Plaza location, as illustrated below (Figure 8).



2019 Landmark Van Dorn Corridor Plan

MPA Request

Figure 8: Building Streetwall, Gateway and Placemaking Opportunities

Staff supports the proposed amendment as the general intent of accentuating primary entries and terminating vistas is maintained. Consistent with the Corridor Plan, signature buildings in the proposed locations will define ground level space through materials and building articulation and define the skyline by incorporating dynamic building massing, a variety of building materials, and potential increase of height up to 250 feet.

The requested gateway and placemaking locations are strategically located, including three key entrances into the site. As anticipated in the Corridor Plan, the terminating vista looking west toward the hospital along the Central Plaza, the terminating vista looking north on Street 4 toward the Central Plaza, and the terminating vista looking east along Street 1 toward the proposed paseo open space have been maintained.

9. Above-grade Parking Structures

i. Existing Above-grade Parking Structure

The Corridor Plan contemplated retaining roughly half of the existing above ground parking structure. However, the applicant proposes to retain the entire existing parking structure to accommodate parking for visitors as well as adjacent development blocks and the Hospital Campus. In addition to parking, the existing structure will be used for bus layby and recharging and potentially city programmed recreation should parking trends show the spaces are not needed for parking.

ii. New Above-grade Parking Structures

The applicant requests to amend the Corridor Plan to include use of architectural screening of new above-grade parking structures in addition to screening with active commercial and/or residential uses. Consistent with the Corridor Plan, architectural screening can adequately provide garage screening if integrated with the ground floor podium. This approach enables ground floor active uses while accommodating second level screened parking along prominent locations within the site like retail streets, park frontages, and Duke Street.

B. Zoning

1. Current Zoning

Four of the five parcels in the project site are zoned CR / Commercial Regional or CRMU-M / Commercial Residential Mixed-Use – Medium, with the fifth parcel split between the two zones. The introduction of CRMU-M at the site was done to support the 2013 redevelopment request and is no longer needed now that the full site is being reconsidered as a Coordinated Development District.

2. Rezoning and CDD Text Amendment

The applicant has requested a Map Amendment (rezoning) of the project site from CR, CRMU-M, and split zoned CR and CRMU-M, to a Coordinated Development District (CDD). If approved, the proposed CDD zone would be CDD #29 and allow for a maximum floor area of 5.6 million square feet and a maximum height of 250-ft. The new zone would allow a variety of uses, including multifamily and townhouse residential, office, medical office, hospital, retail, restaurant, and civic uses.

Staff supports the request to rezone the project site to CDD #29 since the proposal meets the City's criteria for rezoning without a Master Plan study for the area and meets the goals of the previously approved Master Plan Amendment. The five-part criteria provide guidance for rezoning applications in locations that will not undergo a Small Area Plan update soon and do not warrant a new plan or study on their own. Attachment #4 details how the project conforms to these criteria:

1. Consistency with the Small Area Plan
2. Consistency with the Type of Area
3. Isolated Parcel
4. Status of Planning for the Area

5. Application's Consistency with City Goals

Rezoning and creating a new CDD, if approved, would add language to the Zoning Ordinance, which requires a text amendment, TA #2021-00002. The text amendment would amend the CDD section of the Zoning Ordinance (§5-602) to add Table 1.

MPA #2020-00009; TA#2021-00002; REZ#2021-00003;
CDD Concept Plan #2020-00007 - Landmark Neighborhood

CDD #	CDD Name	Without a CDD Special Use Permit	With a CDD Special Use Permit		
			Maximum FAR and/or Development Levels	Maximum Height	Use ¹
29	Landmark Neighborhood	CRMU-L regulations shall apply	<p>Maximum floor area: 5.6 million sq. ft., excluding public facilities (e.g. fire station) and the existing above-grade parking structure. Additional floor area may be requested pursuant to Section 7-700 of the Zoning Ordinance.</p> <p>Minimum non-residential uses: 20% of total floor area, excluding parking.</p> <p>Open Space: minimum 25% per development block. The open space for the Hospital Campus shall be provided as required by the CDD#29 Concept Plan Special Use Permit.</p> <p>Minimum yards: None. The supplemental yard and setback regulations of Section 7-1000 do not apply.</p> <p>Area Requirements: There are no lot area or frontage requirements.</p> <p>The height-to-setback ratio required in Section 6-403(A) of the Zoning Ordinance and the zone transition requirements of Section 7-900 do not apply.</p>	The minimum and maximum heights shall conform to the CDD-29 Concept Plan Special Use Permit.	<p>Active Recreational Uses; Animal care facility; Any use with live entertainment; Apartment hotel; Business and professional office; Child care home; Church; Congregate housing facility; Congregate recreational facility; Continuum of care facility; Day care center; Dwelling, multifamily; Dwelling, townhouse; Elder care home; Food or beverage production exceeding 5,000 sq.ft., which includes a retail component; Fraternal or private club; Health and athletic club or fitness studio; Health profession office; Helistop; Hospice; Hospital; Hotel; Light assembly, service, and crafts; Medical care facility; Medical laboratory; Nursing or convalescent home or hospice; Outdoor dining; Outdoor market; Passive Recreational Use; Personal service establishment; Public Park; Private school, academic; Private school, commercial; Public building; Public school;</p>

					Radio or television broadcasting office and studio; Recreation and entertainment use; Restaurant; Retail shopping establishment; Social Service Use; Valet parking; and Veterinary/animal hospital
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1. This list does not preclude any by-right or administrative special use permits for uses authorized by §5-602(E) and §5-602(F), respectively.

Table 1: CDD#29 Zoning Table

C. CDD Concept Plan

1. Street and Block Network

The design of the proposed CDD Concept Plan aligns with the vision of the Landmark Van Dorn Corridor Plan. The CDD Concept Plan divides the site into 15 blocks, which have been named Hospital Campus and Blocks D through R.

The plan reserves four of these blocks for publicly accessible open space, including the Terrace Park (Block P), Central Plaza (Blocks Q, F and N) and the Paseo Neighborhood Park (Block R), with the remainder set aside for development. The Open Space and Amenities subsection describes the open space blocks in more detail. In the Concept Plan, the development blocks vary in size from 56,973 square feet (Block G) to 452,443 square feet (Hospital Campus). The total land area of all developable blocks, excluding future rights-of-way and the open space blocks, is nearly 1.3 million sq. ft. (29.3 acres).

Figure 9 shows the preliminary CDD Concept Plan, including the proposed streets.

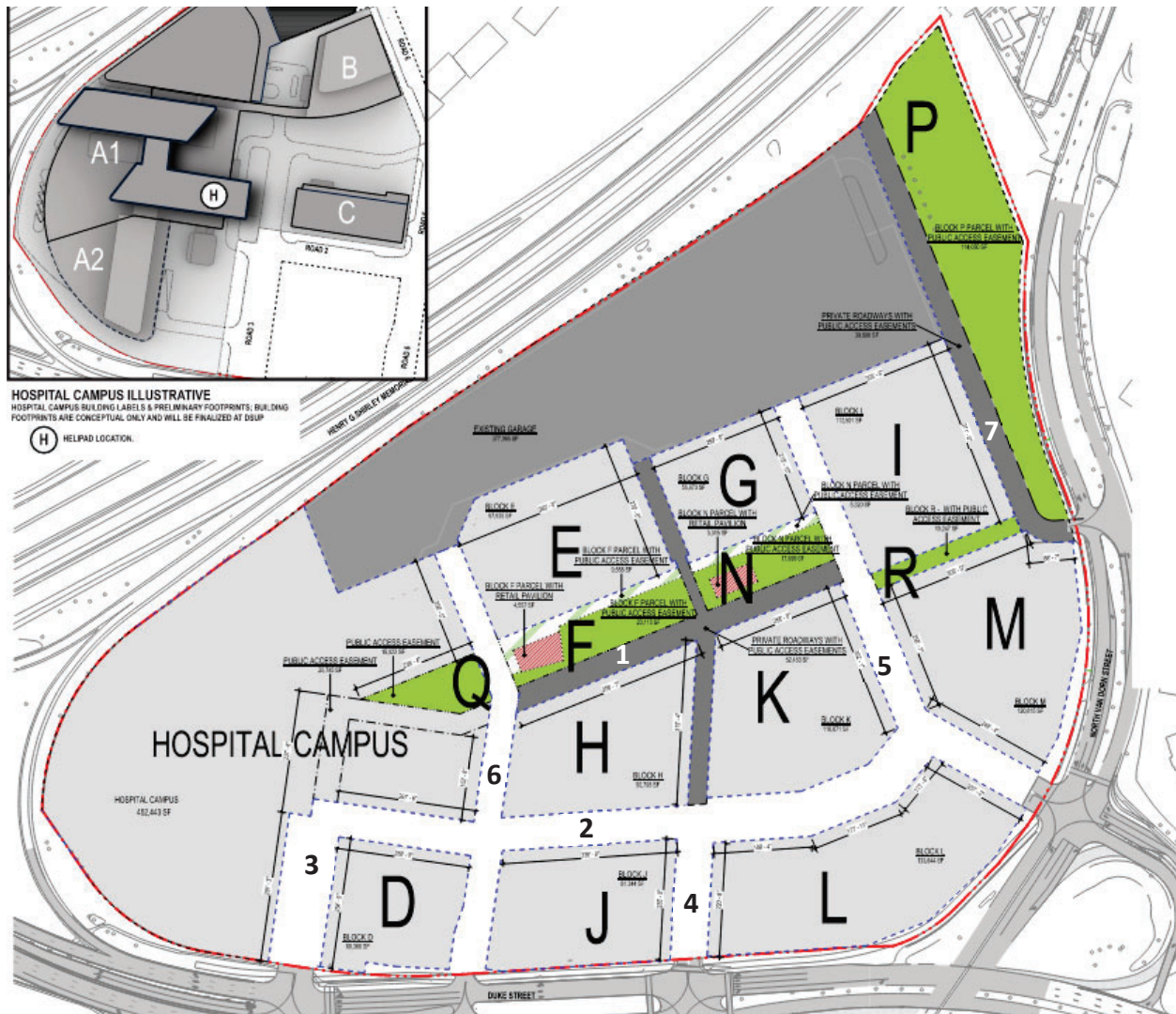


Figure 9: Preliminary CDD Concept Plan

The Concept Plan proposes seven public and private streets. Table 2 summarizes the proposed ownership by street.

Table 2 – Summary of Proposed Street Ownership

Street	Ownership	Notes
1	Private	
2	Public	
3	Mixed	Private north of Road 2
4	Mixed	Private north of Road 2
5	Public	
6	Public	
7	Private	

i. Private Streets

Street 1 is a private, major east-west street with a sidewalk level two-way bicycle facility that starts at the Hospital Campus and terminates at the paseo (Block R). Designated as a Main Street, Street 1 flanks the Central Plaza open space and will have ground floor activation and retail uses. The applicant proposes Street 1 as a private street primarily to use non-standard materials and to have increased flexibility for maintenance and activation. These include road closures for programmed events, which are activities encouraged by the Corridor Plan.

The western most portion of Street 1 within the Hospital Campus is proposed as private due to an anticipated underground garage that will connect to buildings within the Hospital Campus. Furthermore, Street 1 will serve as the green street proposed in the Corridor Plan providing enhanced stormwater infrastructure and vegetation.

Street 7 is a private street that with access from a new signalized intersection at N Van Dorn Street to the existing parking garage. The street does not intersect with any of the new framework streets but does run alongside the Terrace Park and is accessible by pedestrians from the Paseo Neighborhood Park. Street 7 is proposed as private to accommodate stormwater infrastructure to treat the existing parking garage. Street 7, designed as a neighborhood connector with street trees, landscaping, and sidewalks, will serve as the primary access for service vehicles to the Hospital Campus.

ii. Mixed Public and Private Streets

Road 3 is the western most north-south street on the site and is a mixed public-private street with an on-street two-way bicycle facility. It aligns with S Walker Street across an enhanced intersection with Duke Street and terminates at Street 1. The street is private between Hospital Campus Buildings A1 and C where the subsurface parking garage serving the Hospital Campus is anticipated.

Street 4 is a mixed public private street that is approximately at the center of the site and begins at a new signalized intersection at Duke Street about where the to-be-removed flyover exists today. Street 4, from Street 2 to the existing parking garage, is proposed as a private street much like Street 1, where the Concept Plan envisions future potential road closures for events and use of non-standard materials. Public access easements will be crafted with the future Infrastructure Site Plan to ensure adequate public access on all private streets.

iii. Public Streets

Street 2 is a parallel public street to Road 1 that starts at the Hospital Campus and terminates at Block M. Street 2 will host the future transit hub between Blocks K and L. **Street 5** is a public street featuring an on-street two-way bicycle facility and extends from a redesigned intersection with N Van Dorn Street to the existing parking garage. **Street 6** is a public street that provides

access from a new signalized intersection at Duke Street and is the main access point to the planned fire station on Block J.

2. *Phasing*

The applicant proposes four phases of development and anticipates full build-out within approximately 20 years.

Phase One (1-5 years), the applicant proposes to demolish the former mall, remove the Duke Street flyover, and construct all seven new internal roads, intersections and streetscape improvements on Duke Street west of Walker and N Van Dorn Street. Additional infrastructure work includes building the transit hub and completing the open space improvements for the Central Plaza, Terrace Park and Paseo.

For individual blocks, Phase One will include the Inova Hospital Campus plus the mixed-use and residential buildings on Blocks E, G, H, I, and M. During this phase, the applicant may consider interim uses on undeveloped blocks.

Phase 2 (5-10 years) will include additional infrastructure improvements, such as the intersection of Walker and Duke Streets, and Road 3, the intersection of Street 6 with Duke Street, and the N Van Dorn Street streetscape along the property frontage up to Street 7.

Anticipated redevelopment includes the mixed-use and residential buildings on Blocks L, H, and K; plus the fire station and affordable housing building on Block J.

Phase 3 (10-15 years) encompasses the mixed-use building on Block D,

Phase 4 (15-20 years) is the potential expansion of the hospital building. Phases two through four will provide below grade parking where feasible. The applicant does not anticipate retaining any of the former mall building for interim uses.

Like Potomac Yard, Oakville Triangle, and Greenhill North, following the approved CDD Concept Plan, Staff recommends approval of a site-wide infrastructure Development Site Plan (DSP) to design all streets, sidewalks, and utilities. The streets and utilities would occur prior to the redevelopment of individual blocks. The sidewalk construction will occur with each building, while temporary bicycle and pedestrian improvements will be installed with the permanent streetscape is installed with each building.

Temporary sidewalks and other interim needs will be required as part of the approval. The open spaces and parks are required to be designed and constructed per the CDD recommendations.

3. *Uses/ Development Scenario*

The preferred development scenario of the two presented in the April 9, 2021 CDD Concept Plan is the “Max. Residential” scenario, as seen in Table 3. Staff recommends a condition requiring the applicant to revise the plan set to only show the Max Residential scenario when they submit the CDD Final Site Plan.

Table 3 – Summary the Preferred Development Scenario

Use	Max Residential (sq. ft.)
Hospital	990,000
Office & Medical Office	210,000
Residential	2,698,000
Retail	285,000
Fire Station	52,000
<i>Subtotal</i>	4,235,000
<i>FAR excluding parking</i>	1.89
New above grade parking	1,330,000
TOTAL	5,565,000
<i>FAR including new parking</i>	2.48
Existing above grade garage	1,017,165
GRAND TOTAL	6,582,165
<i>FAR including all parking</i>	2.94

The Max Residential scenario advances the mixed-use vision outlined in the Landmark Van Dorn Corridor Plan. Specifically, the Corridor Plan calls for 20 percent of the uses to be non-residential, including office, retail, hospital, and personal service, and this proposal provides 36 percent.

The proposal also includes the new Inova Hospital Campus, office, and commercial uses. Although the Concept Plan offers the applicant flexibility on the exact locations of most uses, the applicant has agreed to deliver ground floor active uses along the Required Active/Retail Street frontages recommended in the Corridor Plan, including retail, restaurant, personal service, health and wellness, indoor recreation, concert or performance venues, art galleries, museums, community service providers, or other similar uses.

Creative retail uses such as coworking and brewery/distillery, are recommended to a limited extent, if the use meets the intent of the Corridor Plan and provides a public serving component, such as hosting community meetings and public functions, including an embedded retail/restaurant, or providing outdoor seating. Ground floors of buildings along Preferred Active/Retail Streets will be designed to facilitate activation and not to preclude uses described above but may also provide a greater amount of lobby space, amenity spaces, patient education spaces, and other similar uses that do not necessitate commerce.

The Corridor Plan envisions that most of the residential would be in mixed-use multifamily buildings but does not prohibit townhouses on Block M and portions of Block L. Furthermore, the Concept Plan sets aside Block J for the fire station called for in the Corridor Plan.

The proposed zoning table in Attachment #5 lists specific uses appropriate for this CDD Concept Plan as they appear in other zones. Like other CDDs, each of these uses requires the City Council to grant SUPs.

Inova Health System Campus

The applicant is proposing a new Inova Health System campus as the institutional anchor for the redevelopment. The campus will encompass the Hospital Campus block on the western edge of the site and total nearly 1.1 million square feet at maximum build out. The applicant proposes to develop the hospital (675,000 sq. ft.; 230-beds), cancer center (130,000 sq. ft.), a multi-story above grade parking garage along the I-395 frontage, a medical office building (110,000 sq. ft.), and an underground parking garage spanning underneath the Hospital Campus in phase one (915,000 total sq. ft.), with a surface parking lot along Duke Street and the on-ramp to I-395 in the area reserved for development in a future phase (185,000 sq. ft.).

The site would accommodate a larger emergency room, level II trauma center, advanced services for obstetrics, heart and vascular, neurosciences, and an above-grade helipad. Inova will close their existing campus on Seminary Hill, where site constraints would make expanding to provide these services difficult and will relocate to Landmark in early 2028.

Fire Station

The Plan incentivizes incorporating community facilities into the neighborhood by not counting the square footage or height of the uses against the maximum overall development and height. The applicant has reserved Block J for a civic use, which the Landmark Van Dorn Corridor planning process and the 2017 Fire Station Optimal Location Study have prioritized for a fire station. The fire station would replace the existing Station 208 at 175 North Paxton Street to decrease emergency response times. The entrance to the station would face Street 6 for convenient access to Duke Street. Like the Station at Potomac Yard, the fire station will co-locate with affordable housing.

4. Density, Height, and Design

While the April 9 CDD Concept Plan proposed a range of minimum and maximum building heights from a minimum of 35-ft. on Blocks L and M to maximums up to 250-ft. on the Hospital Campus block, Staff recommends minimums increase to 70' on Blocks D through K and half of Block L that is envisioned as multifamily, and that maximums align more with the Corridor Plan. Blocks may be built to heights ranging within the minimum and maximum heights. Table 4 outlines the proposed range of building heights per block. Staff is also proposing general design standards as part of the CDD recommendations.

Table 4 - Proposed Development by Block

Block	Total Land Sq. Ft.	Building & Above Grade Parking Sq. Ft. <i>Max Residential</i>	Building Height (ft.)	
			Min	Max
Hospital Campus ¹	452,443	1,380,000	50	250
D	60,360	680,000	70	180
E	97,935	470,000	70	180/85
G	56,973	290,000	70	85
H	90,798	536,000	70	180/85
I	112,501	485,000	70	120
J	81,344	479,000	70	180

K	110,071	690,000	70	180/85
L	133,644	319,000	70/45	180
M	120,815	236,000	45	180

¹ Includes the entire hospital campus: buildings A, B, and C and Central Plaza West (Block Q)

The maximum building height matches the heights in the current Master Plan Amendment request, which would vary from 85-ft. to 250-ft. without bonus density height. While the total FAR in CDD #29 would be 2.94, including the existing parking garage, the Corridor Plan does not recommend a maximum allowable FAR.

The CDD #29 language also has additional development-related provisions. The zone would not have minimum lot or specific yard requirements. The zone transition setbacks listed in §7-900 and the height-to-setback ratio from §6-403(A) would not apply to this zone. Staff recommends excluding the latter provision to ensure buildings are located closer to the street in line with good urban design and to promote safe and active streetscapes.

5. Transfers

To mitigate future CDD amendments, staff recommends transfer of allowable building square footage up to 20% among development blocks within the CDD Plan Area with administrative approval. Per recommended Condition 11, administrative approval may occur as long as the transfer does not result in an increase in the overall total square footage or allowable maximum heights within the approved CDD or a decrease in required open space or the 20% required non-residential uses, including in those locations along required active/retail streets.

6. Affordable Housing

The applicant has established an aspirational goal of providing 10% of all new residential units at levels affordable to households earning 30 to 80 percent of the area median income (AMI). To accomplish this, they are using a variety of approaches, which include:

1. Converting the monetary value of its voluntary affordable housing contribution - estimated to total approximately \$13.8 million in 2020 rates - to 74 on-site committed affordable units (CAU), dispersed throughout the site,
2. Leveraging the value of 29 of those CAUs to develop an approximately 200-unit low-income housing tax credit (LIHTC)-equity funded affordable housing building co-located with the new fire station,
3. Reserving 15 discounted homeownership units for sale to eligible first-time homebuyers, and
4. Complying with the City's policy to set-aside 2% of all continuum of care units for qualified individuals eligible for Auxiliary Grants.

The rental CAUs will provide housing for households earning up to 60 percent of AMI and the ownership units will be targeted for households earning up to 80 percent of AMI. The City will provide local support for the project, as/if needed for competitive tax credits to maximize the number of units and will have the option to secure deeper levels of affordability in the LIHTC building by providing additional City subsidy. Finally, the CDD does not preclude the applicant

from using Zoning Ordinance §7-700 during the DSUP stage to obtain bonus density in exchange for delivering additional committed affordable units.

7. *Open Space and Amenities*

The Corridor Plan requires a minimum of 3.5 acres of publicly accessible open spaces, including the Terrace Park, and the Central Plaza, which were anticipated in the Corridor Plan. At the request of this application, an amendment to include the Paseo Neighborhood Park to this list has been added. Together, these spaces in the CDD exceed the required minimum 3.5-acres of publicly accessible open space.

Table 5 summarizes the size of the five sites that will be standalone blocks. The 1.3-acre **Central Plaza** is nearly three times larger than the park envisioned in the Corridor Plan. As recommended by the Corridor Plan, the plaza will support passive recreation, programming, and one-story accessory structures for retail and/or dining. During events, the streets along the Central Plaza may become extensions of the park. Furthermore, the Corridor Plan calls for the Central Plaza to interact with the surrounding retail and restaurants, which the Concept Plan preserves by siting the park against blocks with ground floor commercial space.

Table 5 – Mandatory Open Space Blocks

Block	Area	
	Sq. Ft.	Acres
F – Central Plaza	23,110	0.53
N – Central Plaza East	17,699	0.41
P – Terrace Park	114,050	2.62
Q – Central Plaza West	15,022	0.34
R - Paseo	10,247	0.24
Total	180,128	4.14

The 2.6-acre **Terrace Park** at the eastern edge of the site next to N Van Dorn Street is in the same location as the Corridor Plan. The Park has a considerable grade change (39 percent slope). The proposed park design would accommodate the steep slope with well-lit and terraced or elevated walking trails among the mature trees. The 40-ft. wide, 0.2-acre **Paseo** is a landscaped, car free corridor that connects the Central Plaza to the Terrace Park between Blocks I and M.

The Concept Plan designates Road 1 as the **Green Street**, with enhanced landscaping, plantings, stormwater infrastructure, and streets trees. As recommended by the Corridor Plan, the Green Street connects to major publicly accessible open spaces, by linking the Central Plaza to the Terrace Park via the Paseo. The Concept Plan also notes that the Green Street features will connect to the proposed Inova campus' open space that fronts Road 3 and thereby extends to Duke Street. The CDD proposes two smaller, **neighborhood parks** on Blocks J and M. The individual locations and sizes of these neighborhood parks are to be determined during at the DSUP stage.

During the DSUP process, each block will provide additional open space to meet the 25 percent at or above-grade open space requirement in the CDD #29 zone. Per the Corridor Plan, the development is encouraged to prioritize open space at grade. As discussed earlier, the applicant is

seeking a Master Plan Amendment to allow the Hospital Campus to provide less open space. Staff recommends the hospital and affiliated uses provide a minimum of 15 percent at-grade open space with a minimum of 10,000 sq. ft. of above-grade open space as a condition of development. In addition to open space, the Hospital Campus will consider requests made by the City for use of the ground floor conference rooms, to the extent provided, for City or community special events.

In the event an individual block DSUP, outside of the Hospital Campus, cannot meet its individual 25% open space requirement, flexibility may be permitted on the individual block as long as the aggregate open space across the site satisfies this requirement and any transferred open space is provided as at-grade publicly accessible open space.

Per the intent of the Corridor Plan, the portions of the publicly accessible open spaces that exceed the minimum required 3.5 acres (i.e. Terrace Park, Central Plaza, and Paseo Neighborhood Park) may count toward this transfer. Finally, the applicant will work with the city to provide space on top of the existing parking garage for active recreation provided and programmed by the City in coordination with the development's parking needs.

8. Transportation

The Landmark Van Dorn Corridor Plan recommends enhancing safety, connectivity, and multi-modal access to, within, and along the site, consistent with the Transportation Master Plan, Vision Zero, and the Transit Vision Plan. As outlined below, Staff finds that the applicant's proposed transportation infrastructure aligns with the Corridor Plan recommendations.

i. Pedestrian and Streetscape

The new internal streets will provide between 16.5-41-ft. combined frontage, pedestrian, and amenity zones, with the smallest width on the existing garage-facing side of Street 7 and the largest along Street 3 adjacent to the proposed Hospital and Main Streets 1 and 4 (Figure 10).



Figure 10: Typical Street Section for Street 1

The applicant will also widen the sidewalk along the frontage on Duke and N Van Dorn Streets. On Duke Street the sidewalk will become a 12-ft. shared use path plus a 10-ft. amenity zone for plantings and street trees. On N Van Dorn Street, between Streets 5 and 7, the sidewalk will be a 12-ft. shared use path plus a 4-ft. amenity zone for plantings and street trees.

Beyond Street 7, will be a 12-ft. shared use path and 6-ft. frontage zone, pending future funding. Pedestrians will also benefit from the car-free Paseo (Block R) connecting Street 1 to Street 7/N

Van Dorn Street. Finally, the applicant has designated a potential landing spot for the potential pedestrian and bicycle bridge over I-395 adjacent to the Terrace Park should funding become available.

ii. Transit

Consistent with the Corridor Plan, the CDD Concept Plan provides a new transit hub in the southeast section of the site to replace the bus transfer station underneath the existing parking garage. Consistent with the intent of the Corridor Plan, the size and location of the hub will allow quick, convenient access for the existing DASH and WMATA buses that serve the site plus the increased service anticipated as part of the New DASH Network, the West End Transitway, and the Duke Street Transitway. The transit hub would be one block between Blocks K and L on Road 2 with bus bays and shelters on each side of the street. The applicant intends the more prominent location of the bus stops to simplify routes that previously snaked through the site to access the existing garage, thereby making buses a more efficient and convenient transportation option.

iii. Bicycling

The applicant proposes protected bicycle facilities on Roads 1, 3, and 5. These would be bidirectional on the north side of Road 1 and the east sides of Roads 3 and 5. As noted above in the pedestrian and streetscape section, bicyclists will also benefit from a new shared use path envisioned in the Corridor Plan that would wrap the site on Duke and N Van Dorn Streets.

iv. Vehicular Site Access

The CDD Concept plan will simplify access to the site by removing the concrete flyovers from Duke and N Van Dorn Streets and by creating new intersections. The site will have five entry points, two from N Van Dorn to Streets 5 and 7 and three from Duke Street to Streets 3, 4, and 6. On Duke Street, a new intersection at Street 4, where the flyover exists today, would be a complete four-way intersection with a traffic signal. Street 6 would be an entry and exit point to the site, with a signalized intersection. The existing four-way signalized intersection with Duke and S Walker would remain with the connection to the redesigned Street 3.

On N Van Dorn Street, Street 7 would have a signalized T-intersection, with both north and southbound traffic able to enter the site at this point. The plan preserves the existing four-way signalized intersection to the reconfigured Street 5. As noted above, the City will coordinate with Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA) to provide enhanced access from I-395.

The applicant and Staff will continue to coordinate on the necessary changes to improve safety at east bound off-ramp of I-395 onto Duke Street. Staff has facilitated initial conversations between the applicant and VDOT and FHWA to evaluate the redesign options identified in the traffic study for this high crash location. Due to the timing of VDOT and FHWA reviews, final approval will not occur prior to the Planning Commission and City Council public hearings. Accordingly, Staff recommends Condition 43 to ensure the applicant completes the VDOT Interchange Access Report (IAR) process in a timely manner consistent with the ambulance access needs of the Inova Hospital Campus.

v. Traffic

The applicant has submitted a detailed traffic study that finds the proposed redevelopment will not have a detrimental impact on the surrounding transportation network. Staff concurs with this finding based on the proposed infrastructure improvements, including the new street grid within the Landmark site that will help to disperse traffic.

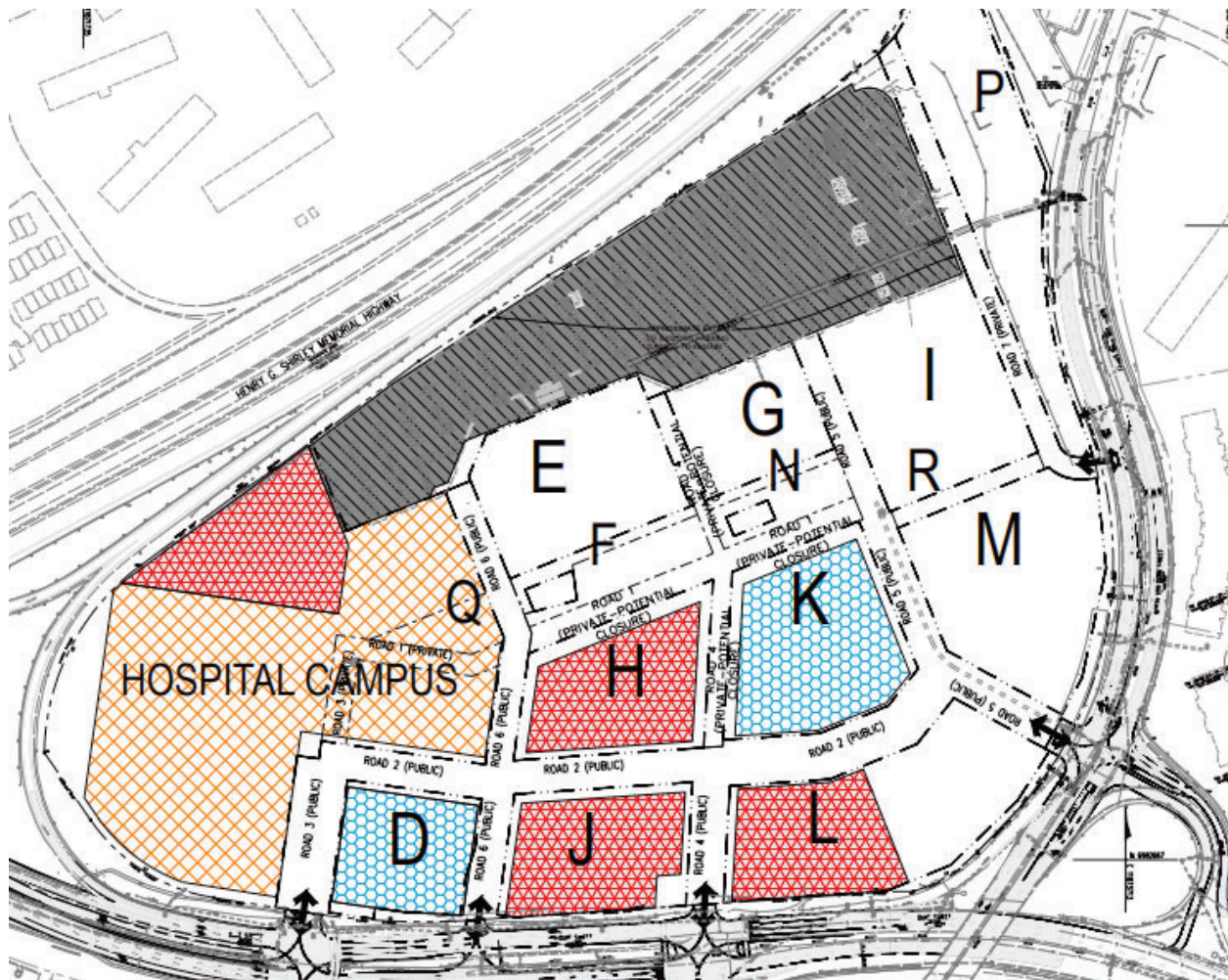
Staff also finds that the proposal successfully balances vehicular needs against the multimodal goals of the Corridor Plan, by right-sizing streets, avoiding unnecessary turn lanes, providing appropriate traffic signals, and by providing the pedestrian and bicycle facilities addressed previously.



Figure 11: Traffic Impacts along Duke Street

vi. Parking

The existing parking garage represents 60 percent of the total off-street parking spaces at the site. Future blocks will need to provide parking required by the Zoning Ordinance for each block. The goal of the Corridor Plan is to minimize and right-size parking for each block to promote a mixed use, transit-oriented future for the site, which will be accomplished by evaluating parking needs with each DSUP Figure 12 shows the planned parking configuration across the site, with a mix of above and below grade structures.



LEGEND





-  APPROXIMATE EXTENT OF BELOW GRADE PARKING AND OTHER HOSPITAL CAMPUS USES.
-  APPROXIMATE EXTENTS OF EXISTING ABOVE GRADE PARKING GARAGE
-  APPROXIMATE LOCATIONS OF ABOVE GRADE PARKING FACILITIES
-  APPROXIMATE LOCATIONS OF ABOVE AND BELOW GRADE PARKING FACILITIES

Figure 12: Proposed Parking Configuration

Above grade parking fronting Streets 1 and 4 or open space will be screened with active uses on the ground floor and may provide integrated above grade parking for one level above the ground floor, as defined by Condition #66. At other locations, active uses a depth of 20', will be provided along the ground level and architectural treatments, including public art, may screen above grade parking for a maximum of two levels above the ground floor. One notable feature is a below grade parking structure that would connect the Inova Hospital Campus buildings by extending under parts of Streets 1 and 3.

9. Stormwater, Wastewater, and Environmental Sustainability

i. Stormwater

The existing site is almost entirely impervious and stormwater runoff is largely untreated, and not detained. Through redevelopment, the Corridor Plan envisioned adding significant stormwater management to the site to reduce runoff; improve water quality in Backlick Run, Holmes Run, and Cameron Run; and achieve co-benefits such as mitigating the urban heat island effect and creating habitats. The Small Area Plan also recommends stricter stormwater management requirements for both quality and quantity than the City standard. Staff finds that the proposed stormwater management plan aligns with these goals.

The Concept Plan proposes stormwater quality treatment through green infrastructure such as green roofs and bioretention areas and underground devices to improve the quality of runoff from the site. All new public streets will be treated by green infrastructure to be designed per the City's new *Green Streets and Sidewalks Guidelines*. In addition, the amount and velocity of stormwater runoff will be reduced by the green infrastructure Best Management Practices (BMPs) installed as well as by underground detention facilities. Overall, the site will meet the 40 percent phosphorous reduction requirement and runoff reduction requirements of the Corridor Plan.

ii. Wastewater

As part of future DSUP review processes for individual buildings, the applicant will provide information on the capacity of the sanitary sewer lines close to the project site (local collector sewers), via a sanitary sewer adequate outfall analysis. If the analysis shows that the collector sewers need additional capacity, then the applicant will need to provide the capacity upgrades. Sewer connection fees will also help fund anticipated improvements to the Holmes Run trunk sewer, a large collector pipe that transmits wastewater from the western and central portion of the City (including the subject site) to the AlexRenew wastewater treatment facility.

iii. Sustainability

The most significant sustainable feature of the site is converting the untreated surface parking lot and older energy inefficient mall into a mixed-use development that exceeds the City's stormwater management goals, meets the City's Green Building Policy, and encourages alternative transportation options. In addition, the applicant has committed to pursuing LEED for Neighborhood Development (LEED ND) certification, which aims to facilitate more sustainable and connected communities beyond individually high-performing buildings.

For Blocks D through M, the new buildings will have solar collectors and/or be solar ready on available roof areas, podium roof levels will provide at least 30% of their areas as green roofs, reduce embodied carbon in materials by 5%, use electricity instead of fossil fuels for building and water heating in multi-family buildings, and employ high performance building facades. Furthermore, two percent of all existing and new parking spaces will have Level II electric vehicle charging stations.

The Inova Hospital Campus will design a high-efficiency central utility plant common to all three buildings. The campus design should support the goals of the City's Environmental Action Plan 2040 greenhouse gas reduction 50 percent reduction by 2030 and 100 percent by 2050 and align with Virginia Clean Economy Act and Dominion Power's Renewable Energy Program. Per the Virginia Clean Economy Act, the State's largest utilities must deliver electricity from 100 percent renewable resources by 2045. Inova will voluntarily partner with Dominion through its Renewable Energy Program to ensure its energy usage is from renewable sources and matched with renewable energy through purchased Renewable Energy Certificates (REC), which are tradeable certificates that prove renewable energy was generated on the purchaser's behalf. As Dominion increases its renewable portfolio, the campus will draw power from a more renewable energy grid. Building designs will mitigate solar heat gain and fixtures will conserve water used indoors and outdoors. Finally, the campus will meet Inova's Sustainability Program, which aims to decrease energy use, water, and waste, while also increasing the use of mobility alternatives to driving single use vehicles.

10. Developer Contributions

The properties within the Landmark/Van Dorn Corridor Plan area are subject to the developer contribution policy approved in 2018. This policy was intended to fund the off-site improvements that could not be constructed by an individual redevelopment site, which include the following:

- The Multi-modal Bridge (or improvements to the existing Van Dorn Bridge south of Pickett);
- The "High Street Bridge" over Duke Street between Landmark Mall and the properties to the south;
- Backlick Run Park Improvements; and
- Straightening of Eisenhower Avenue.

The developer contribution policy acknowledged that the need for the High Street Bridge would be assessed as part of the Landmark re-planning process. The resulting Plan (adopted in 2019) recommends elimination of the fly-over on Duke Street and the creation of Duke Street as an urban boulevard as an alternative to the High Street Bridge.

During the re-planning process for the Landmark site, it was acknowledged that the funding, phasing, and implementation of the developer contributions would need to be addressed as part of the Coordinated Development District (CDD) approval. Applying the formula, the Landmark site would need to contribute \$10,000,000-\$12,700,000 at build-out. The costs to make all the improvements on Duke Street are approximately \$54 million. Some of the improvements, such as removal of the fly-over and installation of the central median and landscaping are not required by the traffic study but are needed to comply with the intent of the Corridor Plan and improve this important street. The cost of the improvements in the area highlighted in orange in Figure 13 are approximately \$20 million. Because of the scale and cost of the off-site improvements not required by the traffic study, that so significantly improve this city street, staff believes that some credit should be provided due to the scale and magnitude of the off-site improvements. Staff is recommending that Foulger-Pratt provide \$3 million in developer cash contributions for the plan area improvements outlined above and provide up to a \$1 million developer contribution for the off-site ramp improvements at Duke Street and I-395. In addition, Inova is required to provide up

to a \$1 million developer contribution for the off-site ramp improvements at Duke Street and I-395. If regional, state and/or federal funds fully cover the cost of the off-site ramp improvements, then these ramp contributions would be equally reduced to the degree required. In total, the site will be providing as much as \$5 million in developer cash contributions, as well as significant investments to Duke Street and more than satisfying the overall contribution requirements.

The developer contribution policy has a two-stage check-in with the Planning Commission and City Council: The first will be at 1.5 million square feet of constructed new development, and the second would occur at 3 million square feet of constructed new development. The purpose of the policy check-ins is to give Planning Commission and City Council the opportunity to focus on potential strategies for the Multi-modal Bridge, Van Dorn widening, or other potential alternatives, including traffic analysis and updated cost estimates to address the need, financial feasibility, and desirability of the Bridge or potential alternatives, as well as the timing and sequencing of next steps. If City Council decides to proceed with the Multi-modal Bridge, additional funding through other sources will need to be identified. Discussing and evaluating the need and options for a Multi-modal Bridge, Van Dorn widening, or other alternatives at 1.5 and 3 million square feet will allow ample time for evaluation of an option with an appropriate cost-benefit analysis before the 7-9 million square feet of development threshold (projected to occur in 15-20 years) for the Multi-modal Bridge is triggered.





Area of off-site improvements to be credits against the developer contributions.

Figure 13: Duke Street Improvements Envisioned in the 2019 Corridor Plan Update

11. Schools

Through the Long-Range Education Facilities Plan, jointly developed by the City and Alexandria City Public Schools (ACPS), as well as the current Joint City-ACPS Facilities Master Plan process, the City and ACPS are creating a roadmap for future investment in City and ACPS facilities based on existing and project needs. The proposed uses for the Landmark Mall redevelopment including the hospital site, fire station, and other public uses (e.g., streets and parks) precludes locating a school at the site.

Furthermore, during the 2019 planning process for Landmark Mall, the community recommended a fire station, which is a use that is particularly sensitive to siting. Staff will continue to work with ACPS on potential future school sites within the Eisenhower West/Landmark Van Dorn neighborhood. For example, a condition of approval of the Greenhill North CDD was to set aside 30,000 sq. ft. of land for a school as part of the first DSUP for the site (anticipated in 5-7 years).

At Landmark, Table 6 summarizes the maximum expected student generation from residences, with up to a possible 284 students expected through 2035. The phase one development within the CDD Concept Plan area prioritizes the new Inova Health System campus and multifamily, mixed-use buildings. Comparable multifamily developments have not generated significant numbers of students. This experience aligns with the approximate student generation calculated by using the

current student generation rates in the Long-Range Educational Facilities Plan. With future DSUPs, Staff will further assess expected student generation.

Table 6 – Projected Student Generation

Year	Students	Student Generating Units ¹
2020-2025	52	685
2025-2030	223	1,135
2030-2035	9	300
Total	284	2,120

¹ Excludes non-student generating units (e.g., senior housing)

12. Community Development Authority or Business Improvement District

For the non-hospital campus blocks in CDD#29, a Community Development Authority (CDA) or Business Improvement District (BID) will be established to ensure maintenance and activation under coordinated efforts:

- Repair and maintain the publicly accessible open spaces, including the Central Plaza, Terrace Park, and the Paseo Neighborhood Park, as well as other publicly accessible open spaces as may be defined in individual DSUPs;
- Coordinate with the City to establish appropriate programming within all publicly accessible open space and throughout the site;
- Create a comprehensive management and marketing strategy;
- Coordinate and manage any shared parking between owners within the CDD plan area, including any valet parking plan;
- Maintain, repair and coordinate locations and messaging for all signage and wayfinding;
- Maintain and repair porous pavement or special paving on public streets; and,
- Maintain all other shared streets and common spaces within the CDD plan area.

D. COMMUNITY

The project was discussed at 14 virtual community events, including five led by the Eisenhower West Landmark/Van Dorn Ad Hoc Implementation Advisory Group (EWLVD IAG), a 15-member advisory group consisting of resident, business and Commissions representatives. Staff have also updated the dedicated Landmark Mall webpage on the City's website to include frequently asked questions, a matrix of collected community comments and questions, all advisory group and community meeting materials, as well as the submitted application materials.

Table 7 – Landmark Mall Public Meetings

Date (2021)	Event/Group	Topic(s)
January 4	Community information session	Overview
January 19	Eisenhower West/Landmark Van Dorn IAG	Overview
February 22	Eisenhower West/Landmark Van Dorn IAG	Land Use, Fire Station, Open Space
March 4	Alexandria Housing Affordability Advisory Committee Meeting	Affordable Housing
March 18	Parks and Recreation Commission	Open Space
March 25	Eisenhower West/Landmark Van Dorn IAG	Transit Hub, Helipad, Affordable Housing
April 1	Alexandria Housing Affordability Advisory Committee Meeting	Affordable Housing
April 19	Environmental Policy Commission	Sustainability
April 28	Eisenhower West/Landmark Van Dorn IAG	Transportation, Traffic Analysis, Pedestrian and Bicycle Connections, Sustainability
May 6	Alexandria Housing Affordability Advisory Committee Meeting	Affordable Housing
May 13	Community meeting	Overview
May 17	Environmental Policy Commission	Sustainability
May 19	Transportation Commission	Transportation, Transit Hub, Traffic Analysis, Pedestrian and Bicycle Connections
May 24	Eisenhower West/Landmark Van Dorn IAG	Master Plan Amendments, Wrap-up

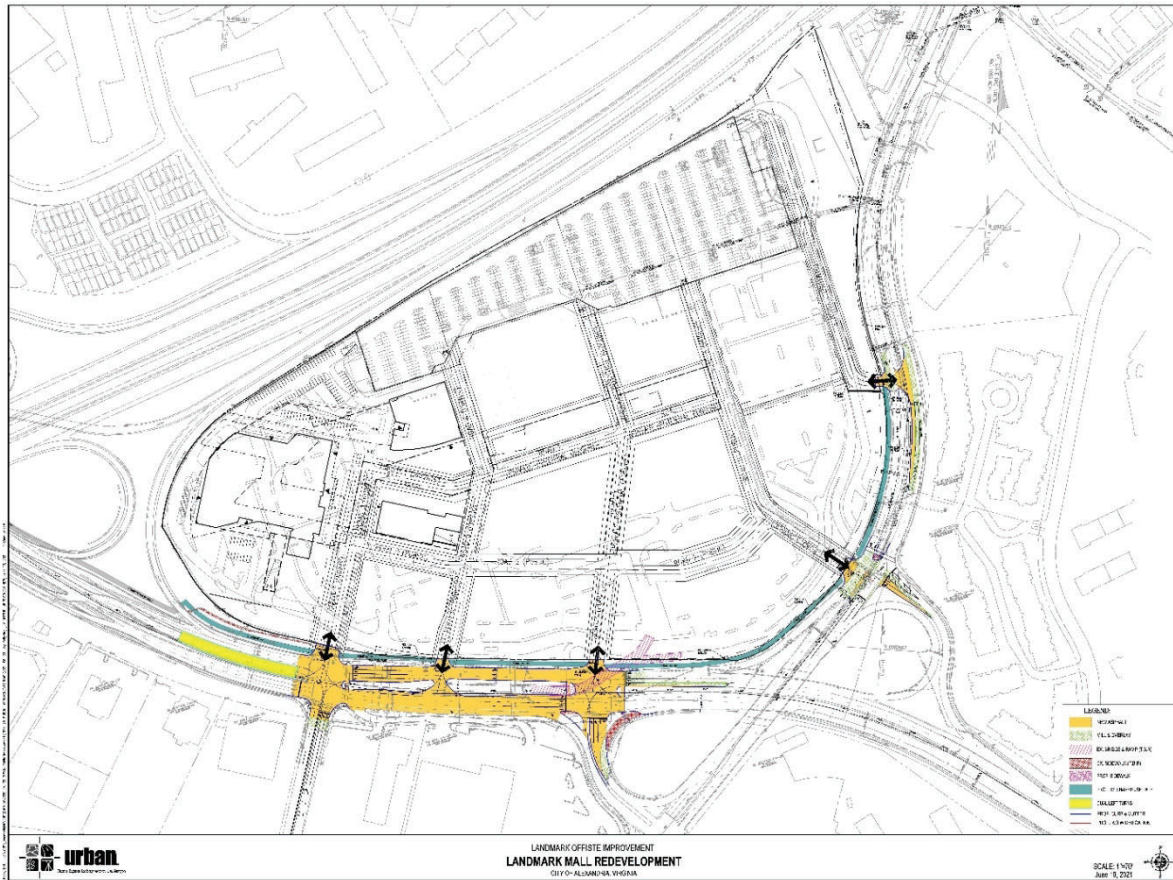
IAG = Implementation Advisory Group

IV. CONCLUSION

Staff recommends **approval** of the Master Plan Amendment, the rezoning, the text amendment, and the CDD Concept Plan, subject to complying with all applicable codes and the following Staff recommendations.

Staff: Ashley Labadie, AICP, Urban Planner
Jeff Farner, Deputy Director
Robert Kerns, AICP, Division Chief
Maya Contreras, Principal Planner
Jared Alves, AICP, Planner
Margaret Curran, Planner
Nate Baker, Planner

V. GRAPHIC



*Graphic 1: Revised (6/10/2021) Off-site Improvements along Duke Street and Van Dorn Street
(per Condition #8.a.)*

VI. STAFF RECOMMENDATIONS

A. GENERAL

1. The applicant shall comply with the Coordinated Development District (CDD) Conceptual Design Plan, hereafter referred to as CDD Concept Plan, accompanying this application and dated April 9, 2021 and as it may be amended, all conditions contained herein, and with the zoning requirements of CDD#29. (P&Z)
2. The conditions of this approval are binding upon the applicant, its successors and/or assigns. (P&Z)
3. Each block(s) and/or building(s) and open space Blocks P, Q, F, N, and R shall obtain approval of a Development Special Use Permit (DSUP), and any other applicable approvals (including the potential for a Special Use Permit approval for bonus density as applicable) prior to construction. A DSUP may be submitted for a portion of a block when an applicant can provide sufficient information regarding the location, approximate size, type, uses, open space, parking, loading access and additional information as needed for the remainder of the block and adjoining blocks, streets and open space to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (T&ES)
4. The CDD Concept Design Plan shall remain valid for thirty (30) years from the City Council hearing dated July 6, 2021. (P&Z)
5. The Directors of P&Z and T&ES may require that infrastructure, open space, land uses and other matters adjacent to the subject site deemed necessary to review a preliminary DSUP application also be shown in the application. (P&Z) (T&ES)
6. The Applicant(s) shall coordinate, to the extent necessary, with other property owners and Applicant(s) within CDD#29 on the design of all infrastructure including but not limited to streets, sidewalks or trails, parks-open spaces, sewer systems and other related infrastructure and construction and necessary transitions. (P&Z) (T&ES)
7. All building footprints shown in the CDD plan set are for illustrative purposes. The final footprint for all buildings shall be determined as part of the development review process. (P&Z)

B. CDD CONCEPT PLAN REVISIONS

8. The applicant shall submit a revised CDD Concept Plan (herein referred to as “the CDD Final Site Plan”) within 60 days from approval of the April 9, 2021 CDD Concept Plan by the City Council for administrative review and approval

by the Director of Planning & Zoning. An amended CDD Concept Plan shall incorporate the following:

- a. Incorporate an exhibit (Graphic 1) depicting the revised improvements along Duke Street and Van Dorn Street, including the area west of the Road 3/S Walker and Duke Street intersection, the intersection of Road 5 with N Van Dorn Street the off ramp from Van Dorn to westbound Duke Street, the entrance ramp from Van Dorn to westbound Duke Street, and the intersection of the extension from eastbound Duke Street to Van Dorn Street. (P&Z) (T&ES)
- b. On Sheet 5, Phasing Plan, update the notes and phasing according to the exhibits detailed in Condition 8.a. (P&Z) (T&ES)
- c. The following pedestrian zones shall be updated to be a minimum of eight 8-ft.:
 - i. Along Block D fronting Road 3;
 - ii. Along Block M fronting Road 5; and
 - iii. Along Blocks I, M, and P and the existing parking structure fronting Road 7. (P&Z) (T&ES)
- d. On all private street sections, replace all references to vehicular and pedestrian easements with a single public access easement from the building line to building line. Areas for outdoor dining will be determined at the time of DSUP. Specific easements associated with the infrastructure improvements will be determined during the processing of the Infrastructure Development Site Plan (DSP) and specific easements associated with each DSUP will be determined during the processing of each DSUP. (P&Z) (T&ES)
- e. On applicable public streets, remove all references to pedestrian easements. Public access easements shall be provided from right-of-way to the building line. Areas for outdoor dining will be determined at the time of DSUP. (P&Z) (T&ES)
- f. On Sheet 09A, revise cross-section 1 to show 5 ft bike lanes in both directions and an 8' pedestrian zone on the north side of Road 1. (P&Z) (T&ES)
- g. On Sheet 09A, revise cross-section 2 to show 5 ft bike lanes in both directions on the north side of Road 1 and a 7-ft on-street parking lane and 2' step-off on the south side of Road 1. (P&Z) (T&ES)
- h. Replace references to the Hospital Campus providing 15% open space with the reference to the Hospital Campus providing 15% (62,500 sf) open space

at grade and a minimum of 10,000 sf of roof-top open space. (P&Z)
(RP&CA)

- i. Add a note to Sheet 14 stating that “all stormwater BMP facilities shown on the plans are for illustrative purposes only.” (RP&CA)
- j. On Sheet 03A delete references to medical office/pharmaceutical and convention space from the list of retail narratives. (P&Z)
- k. On Sheet 03A shall be titled “Conceptual Land Use Plan”. (P&Z)
- h. On Sheet 03A, update note 3 to reference the correct block. (P&Z)
- i. On Sheet 03A, define the red hatching in the key. (RP&CA)
- j. Replace “primary active street frontage” with “Required Active/ Retail Street” and “secondary active street frontage” with “Preferred Active/ Retail Street” in legends. (P&Z)
- k. Replace the dotted red line on Blocks H, K and E with a solid red line to indicate “Required Active/Retail Street”. (P&Z)
- l. On the Hospital Campus, replace locations shown as “ground floor activated use” with a red dashed line indicating “Preferred Active/ Retail Street”. (P&Z)
- m. Replace "Open Space" within the plan set with “Neighborhood Park and/or Green Street Connection”. (P&Z)
- n. Provide street dimensions on Sheet 3. (P&Z)
- o. Remove references to “Main Street with Curb Cuts” and the associated note. (P&Z)
- p. Where “Building Footprint” is named in a legend, add “Conceptual” at the beginning. (P&Z)
- q. On Sheet 4, remove note 2. (P&Z)
- r. On Sheet 8, include Road 1 on note 3. (P&Z)
- s. On Sheet 13, remove the asterisk symbol on the graphic and in the legend (P&Z).
- t. On Sheet 13, replace the “enhanced entrance” symbols at Roads 3 and 5 with a “gateway/placemaking locations” symbol at each location. (P&Z)
- u. Move Sheet 13 to follow Sheet 12B in the CDD plan set. (P&Z)

- v. Depict a mid-block pedestrian connection on Block M to connect from Road 5 to Van Dorn Street. (P&Z)
- w. Revise minimum and maximum heights as follows:
 - i. Block D: Minimum of 70' and maximum of 180';
 - ii. Block E: Minimum of 70' across the entire block; a maximum of 180' on the western half of the block; a maximum of 85' on the eastern half of the block;
 - iii. Block H: Minimum of 70'; a maximum of 85' in the northeast portion of the block; a maximum of 180' for the remainder of the block;
 - iv. Block J: Minimum of 70' and maximum of 180';
 - v. Block G: Minimum of 70' and maximum of 85';
 - vi. Block I: Minimum of 70' and maximum of 120';
 - vii. Block K: Minimum of 70'; a maximum of 85' for the northern half of the block; a maximum of 180' for the southern portion of the block;
 - viii. Block L: The eastern half shall be a minimum of 35' and maximum of 180'; the western half shall be a minimum of 70' and maximum of 180'; and
 - ix. Block M: Minimum heights shall be 35' and maximum heights shall be 180'. (P&Z)
- x. Remove the "Balanced Program" development table from the Cover Sheet leaving the 'Max. Residential' development table. (P&Z)
- y. Correct the existing zoning listed in the Vicinity Map on the coversheet to be CRMU-M and CR. (P&Z)
- z. Provide a revised Duke Street cross section to include the planted median east of Road 3. (P&Z)
- aa. The Applicant shall remove or clarify the "Holmes Run Trunk" labels for the existing sewers 1. upstream of 002506SSMH, 2. downstream of 007600SSMH, and 3. downstream of manhole "Proposed A." (T&ES)
- bb. Regarding the proposed sewer and connection to the Holmes Run Trunk Sewer at 002474SSMH: The Applicant shall provide a pre- and post-CCTV inspection of manhole connection by a NASSCO MACP certified

technician. This shall be noted on the CDD/DSP plans and the plans issued for construction. (T&ES)

- cc. Revise sanitary sewer pipe sizes and velocities as necessary to comply with the sanitary sewer outfall analysis. Add a note to the note section on sheet 15 stating that any insufficient pipe capacities and high flow velocities shown will be addressed during final design and coordinated with the infrastructure plan. (T&ES)
 - dd. Applicant shall provide HGL information as part of the sanitary sewer outfall analysis as well as pipe profiles in accordance with memo to industry 6-14 with the DSP application. Add a note to Sheet 15 stating that HGL analysis will be provided with the infrastructure plan. (T&ES)
 - ee. On Sheet 15, the Applicant shall remove the “Holmes Run Trunk” labels that are placed on the city sewers upstream of 002506SSMH and downstream of 007600SSMH until its connection to the Holmes Run Trunk Sewer at manhole 002474SSMH. (T&ES)
9. On Sheet 15, if the existing sewers upstream of MH 002506SSMH are to remain upon construction of the proposed sanitary sewers on the project site, then such sewers shall be included in a sanitary sewer adequate outfall analysis to be completed as part of the Infrastructure DSP process. (T&ES)

C. LAND USE

10. Any proposed land uses shall be subject to the development levels, requirements, and locations as depicted in the CDD Final Site Plan. (P&Z)
- a. Development square footage will be calculated based on the Floor Area as defined by the Zoning Ordinance. (P&Z)
 - b. The floor area defined for each block within CDD#29 is a maximum floor area subject to compliance with the CDD conditions required herein, and applicable requirements of the Zoning Ordinance. Additional floor area may be requested pursuant to Section 7-700 of the Zoning Ordinance. (P&Z)
 - c. A portion of Block J is reserved as fire station, community facility and/or other public use building, including affordable housing. (P&Z)
 - d. An additional 250,000 sf of commercial hospital development on the Hospital Campus and an additional 160,000 sf of above grade hospital parking between the Hospital and the Cancer Center may be permitted beyond the maximum square footages shown in the CDD Final Site Plan for the Hospital Campus and overall development. Such square footage shall be in addition to and not subtracted from, the maximum square footage permitted within the CDD Final Site

Plan. The additional 250,000 sf of commercial hospital development shall be subject to adequate infrastructure at the time of development approval. The final amount of the above grade parking will be approved as part of the development approval and be subject to the screening requirements set forth in Condition 65. (P&Z)

D. TRANSFERS

11. The applicant may transfer up to 20% of the allowable building square footage depicted on the CDD Final Site Plan from one block to another block within the CDD Concept Plan area or change the use to another use, subject to administrative approval by the Director of Planning & Zoning, and the following provisions:
 - a. In no case may any administrative approval of such a transfer result in an increase in the overall total square footage of the buildings within the CDD Concept Plan area;
 - b. In no case may any administrative approval of such a transfer allow for the following for any block within the CDD Concept Plan area:
 - i. An increase in the maximum allowable building height;
 - ii. A decrease in the minimum required building height(s) for each block;
 - iii. A decrease in the required open space; and
 - iv. A decrease in the required 20% non-residential uses, including required active/retail streets.
 - c. The applicant shall submit an updated CDD Concept Plan, depicting the revised building square footage proposed for all blocks in the CDD Concept Plan area for administrative approval by the Director of Planning & Zoning prior to the approval of any such transfer request. (P&Z)

E. DEVELOPMENT PHASING

12. The applicant shall construct future development as generally depicted within the CDD Concept Plan area in phases as shown on the CDD Final Site Plan and subject to subsequent Development Special Use Permit approval, except as amended through a Supplemental Phasing Plan provided by the Applicant with the Infrastructure DSP and, if necessary, with each DSUP submission within the CDD Concept Plan area. The Supplemental Phasing Plan shall include the following items to the satisfaction of the Directors of Planning & Zoning and Transportation & Environmental Services:

- a. Provide for the entire CDD Concept Plan area, a general outline of the site and the applicant's most up-to-date projection of the dates when construction and the types of land uses and FAR for each block and when each block is anticipated to commence. (P&Z) (T&ES)
- b. Provide the following information for major infrastructure components, including the street layout, the sanitary sewer system, the stormwater management system, and utility systems, and the off-site improvements connected with this project:
 - i. The general location and layout of the major infrastructure components; and
 - ii. The dates when construction of the infrastructure shall commence, provided that the projected dates for the commencement of construction of these components shall be consistent with the triggers noted herein. (P&Z) (T&ES)
- c. Depict and label for Blocks Q, F, N, R, and P:
 - i. The proposed sizes and locations of the park/open space; and
 - ii. The timeframe when construction of the improvements to the park/open space is expected and/or projected to commence consistent with the triggers noted herein. (P&Z) (T&ES)
- d. With each DSUP application, provide a circulation plan depicting the temporary pedestrian, bicycle, and vehicular circulation during the applicable DSUP construction phase(s). The plan shall identify temporary sidewalks, fencing and screening around the site and any other features necessary to ensure safe pedestrian and vehicular travel around the site during construction, including methods for constructing the underground parking garages while maintaining pedestrian access from completed portions of the project. Any temporary disruptions to bicycle and pedestrian connections due to construction shall be approved by T&ES through the review of Maintenance of Traffic Plans. Detours should be provided to minimize disruption to the extent possible. (P&Z) (T&ES)
- e. Notwithstanding the above, the applicant, at its discretion, may submit an updated Supplemental Phasing Plan for administrative review and approval by the Directors of Planning & Zoning and Transportation & Environmental Services provided that no such submission shall relieve the applicant of the requirement that it submit, if necessary, an updated Supplemental Phasing Plan with each DSUP application that seeks approval of one or more buildings or structures within the CDD Concept Plan area; (P&Z) (T&ES)

- f. Provide updated tabulations for the following items, indicating both what is proposed and what has been approved cumulatively to date: development square footage for each use and for each block/building; open space square footage; and parking spaces. Development square footage equals floor area. (P&Z) (T&ES)

F. DEDICATIONS

13. Prior to the earlier of the final site plan release of i) the Infrastructure DSP or ii) the first DSUP for any development block of the CDD Final Site Plan, as applicable, the applicant shall submit subdivision plats, easement plats, deeds, and any other necessary documentation to the satisfaction of the Director of Planning & Zoning and subsequently dedicate or grant to the City, the following minimum land dedications, reservations and public access easements as shown on the CDD Final Site Plan:
 - a. Dedication of right-of-way for all required new public streets and sidewalks or portions thereof;
 - b. Any remaining undedicated land adjacent to the existing right-of-way on North Van Dorn Street and Duke Street, as depicted on the CDD Final Site Plan, for the construction of the 12' multi-use trail and, where applicable, the future West End Transitway public transit lanes; and
 - c. Dedication of all other private street easements that may be required, including but not limited to public access easements and emergency vehicle easements.

Additional public easements shall be granted for publicly accessible open-space, emergency vehicles, pedestrian connections, and similar areas with the applicable DSUP for individual development blocks. (P&Z) (T&ES)

14. In the event any reservation of land is required by the Infrastructure DSP, the applicant shall submit within 90 days of written request from the City, reservation plats, deeds, and any other necessary documentation to the satisfaction of the Director of Planning & Zoning. (P&Z) (T&ES)
15. In the event land dedication not already shown on the CDD Final Site Plan is required by the Infrastructure DSP, prior to City Council approval of the first DSUP within the CDD Concept Plan area or two years from the approval of this CDD Final Site Plan, whichever comes first, the applicant shall file for a CDD Concept Plan amendment that depicts this land dedication and any other changes to the CDD Concept Plan that may be necessary in connection with said land dedication. (P&Z) (T&ES)
16. All streets within the CDD Concept Plan area shall be dedicated as public streets except:

- a. As shown on the CDD Final Site Plan, including revisions noted in Section B; and
 - b. Private alleys may be allowed to the satisfaction of the Directors of Planning & Zoning and Transportation & Environmental Services and if approved as part of future DSUPs for individual buildings. (P&Z) (T&ES)
17. In instances where the Directors of Planning & Zoning, Recreation, Parks and Cultural Activities, and Transportation & Environmental Services require public access easements or public park and recreational easements for open space, plazas, streets, and/or sidewalks, the easement(s) shall be perpetual public access and use easements. The easements shall allow the public to access parks, at a minimum, for all uses and hours associated with public parks. The City and the applicant reserve the right within the easement to reprogram the park by mutual agreement so long as the reprogramming is consistent with the intent of the park. (P&Z) (T&ES)

G. PUBLIC FACILITIES

18. Public facilities may include a fire station, public building, school, community facility, meeting and/or amenity space, or others as determined by the Directors of P&Z and RP&CA and may be provided in location across the CDD Plan Area. Final locations of public facilities, if provided, shall be determined as part of the DSUP unless otherwise specified herein. (P&Z) (RP&CA)
19. The development square footage and height related to public facilities shall be excluded from and not calculated as floor area or counted against the maximum permitted square footage of development or maximum heights within the CDD Plan Area. (P&Z)
20. The Hospital shall consider requests made by the City for use of the ground floor conference rooms, to the extent provided, for City or community special events. The Hospital retains the right to approve or deny such request in its sole discretion, based on its policies and operational needs. (P&Z) (RP&CA)

FIRE STATION

Joint Development (City and Applicant)

21. The fire station, co-located affordable housing uses above the fire station, and all required parking shall be constructed concurrently with the adjoining development on Block J as permitted by the CDD Final Site Plan. The location of the fire station shall be as generally depicted in the CDD Final Site Plan. A DSUP for Block J development shall be submitted jointly by the Applicant and the City no later than January 1, 2025, and construction of the fire station and affordable housing for Block J shall be completed by January 1, 2031. The costs

for the construction of the fire station shall be the responsibility of the City, with the co-located affordable housing and parking as defined herein being the responsibility of the Applicant, per the approved Affordable Housing Plan. At the City's discretion, the City reserves the right to provide deeper levels of affordability and/or additional units provided that the City contributes the required funding. (P&Z) (Housing) (Fire)

Conveyance and City Development

22. In the event that the co-located affordable housing and fire station as defined herein under joint development cannot commence construction by January 1, 2031, the fire station footprint as generally depicted in the CDD Final Site Plan shall be conveyed at no cost to the City including all development rights to construct a fire station, associated elements, affordable housing above the fire station and parking. The costs of the design and construction of the fire station, affordable housing and/or affordable housing senior plus care facility, parking shall be the responsibility of the City, however, any design, engineering or other work previously undertaken mutually by the City and the Applicant, and/or with financial support from the City, shall be conveyed to the City, when the parcel conveys. In the event the City and the Applicant partner to develop a residential facility using air rights above the fire station, the Applicant shall receive credit for all affordable housing it develops on the City owned parcel. (P&Z) (Housing) (Fire)

General

23. As part of the redevelopment of Block J, the City reserves the right for potential shared parking with the affordable housing to accommodate the public facilities and collocated uses. (P&Z) (Housing) (Fire)
24. The Applicant shall construct the roads necessary for access and extend necessary underground utilities to the back of curb of the site as needed to support a fire station on Block J as generally depicted in the CDD Final Site Plan and as required as part of the Infrastructure DSP. (P&Z) (Fire)

H. AFFORDABLE HOUSING

25. Amendments to the CDD Affordable Housing Plan dated May 3, 2021 shall be submitted to the Alexandria Housing Affordability Advisory Committee for consideration and require final approval from the City Manager. (Housing)
26. Consistent with the CDD Affordable Housing Plan (Plan) dated May 3, 2021, in lieu of providing monetary contributions to the Housing Trust Fund, the applicant will convert the value of the Housing Trust Fund monetary contributions to provide 74 on-site rental Committed Affordable Units (CAUs) pursuant to that Plan and the following conditions:

- a. With the development of Block J, in collaboration with the City and assuming City Capital Improvement Project (CIP) funds are available for development of the community facility and for local financial support for the housing, the applicant shall provide twenty-nine (29) rental CAUs in the form of a proposed Low-Income Housing Tax Credit (LIHTC)-funded affordable rental development containing approximately 200 total rental units to be co-located with a City fire station. (Housing)
 - b. As other Blocks are developed, DSUP applications for multifamily buildings shall provide the remaining forty-five (45) rental CAUs proportionally as the multifamily buildings are delivered across the CDD Concept Plan area. (Housing)
27. The rental CAU mix shall be proportional to the overall unit mix in the CDD Concept Plan area or shall be to the satisfaction of the Director of Housing. (Housing)
28. Consistent with the CDD Affordable Housing Plan dated May 3, 2021 and subject to the future mutual agreement of the Director of Housing, the applicant will apply for LIHTC funding during up to three funding cycles to secure an award of credits to help finance and develop an affordable LIHTC building - co-located with a new City fire station. In the event the LIHTC development is unable to proceed, whether due to a lack of availability of tax credits or because the City elects not to provide the necessary local support and/or affordable housing subsidy required to secure tax credits, the applicant would alternatively develop Block J as a market-rate project. The 74 total rental CAUs, which are equivalent to the voluntary contribution as discussed above, would then be provided throughout the yet to be developed properties, including at least 29 rental CAUs on Block J. (Housing)
29. Consistent with the CDD Affordable Housing Plan dated May 3, 2021 and subject to the future mutual agreement of the Director of Housing, and the applicant, the applicant will provide fifteen (15) affordable homeownership units in the first condominium building to be delivered. The unit mix of the committed affordable homeownership units shall be proportional to the overall unit mix in the condominium building or shall be provided to the satisfaction of the Director of Housing or designee. (Housing)
30. In the event continuum of care facilities are constructed within the CDD Concept Plan area, the applicant will provide two percent of such residential units as affordable at the Auxiliary Grant level, or affordable units of equivalent value pursuant to the updated housing contributions policy approved by City Council in December 2020. (Housing)
31. Additional provisions for the committed affordable rental and homeownership units in market-rate developments will be applied during each DSUP

application process consistent with the City's standard set-aside conditions in effect at that time. (Housing)

32. An Affordable Housing Plan shall be submitted to the Office of Housing consistent with published Affordable Housing Plan Guidelines for future residential DSUP applications that include affordable homeownership units and continuum of care facilities; and for Block J if it includes an affordable LIHTC building. For future residential DSUP applications that include required rental CAUs, the applicant shall include the number and type of CAUs proposed for the subject property to comply with the approved CDD Affordable Housing Plan dated May 3, 2021. (Housing)

I. INFRASTRUCTURE

33. The Infrastructure DSP for the entire CDD plan area shall be approved by the Planning Commission prior to the first preliminary DSUP approval for any block with the CDD plan area. The final infrastructure site plan shall be approved prior to the release of the first final site plan for any development block for the site. The infrastructure plan shall at a minimum include the following and additional information deemed necessary for review of the infrastructure plan to the satisfaction of the Directors of Planning & Zoning and Transportation & Environmental Services:
 - a. The entire final road surface, parking lanes, traffic signs and signals, and necessary roadway markings for all required new streets or portions thereof.
 - b. Curbs and gutters for all streets.
 - c. ADA-compliant curb ramps.
 - d. Any revised traffic signs, traffic signals, or roadway markings that may be necessary, as determined by the Directors of Planning & Zoning and Transportation & Environmental Services, along existing streets adjacent to the CDD Concept Plan area.
 - e. The approved streetscape dimensions as generally shown on the CDD Final Site Plan.
 - f. All grading, topography, and spot elevation necessary to review the proposed infrastructure.
 - g. All necessary above and below-grade utilities, including stormwater, sanitary, water and electrical connection.
 - h. Any necessary temporary facilities related to transit facilities. (P&Z) (T&ES)
34. The location for the potential future pedestrian/bicycle bridge landing depicted on the CDD Final Site Plan for illustrative purposes, only, may change based on site constraints, development in conformance with the CDD Final Site Plan, future project funding, design, and community input. (P&Z) (T&ES)

35. The applicant shall provide two-way, sidewalk-level bike facilities with minimum 5-foot lanes in each direction and buffers from vehicular lanes on Road 3, Road 5, and Road 1 as generally depicted in the CDD Plan. Bicycle facilities located on the public and private streets outside the Hospital Campus shall be depicted in the first Infrastructure DSP submission and provided with Phase I of development to the satisfaction of the Director of P&Z and T&ES. Bicycle facilities located on private streets within the Hospital Campus shall be depicted in the first DSUP preliminary submission for the Hospital Campus and installed prior to the first Certificate of Occupancy for the Hospital Campus. (P&Z) (T&ES)
36. To the satisfaction of the Director of T&ES, a 12-foot-wide multi-use trail shall be provided along the site perimeter on Duke Street and Van Dorn Street up to Road 7, as shown in the CDD Final Site Plan.
 - a. The applicant shall provide necessary easements and land necessary to construct a 6' wide amenity zone, 12' foot wide trail, and retaining wall. Construction will be the responsibility of the city if and when funding becomes available. (P&Z) (T&ES)
37. Two bikeshare stations with a minimum footprint of 55 feet by 7 feet shall be provided within the CDD Concept Plan area in the locations generally depicted on the CDD Final Site Plan. Three smaller bikeshare stations may be considered if determined appropriate through the Infrastructure DSP. Final locations and size shall be generally depicted on the Infrastructure DSP to the satisfaction of the Director of T&ES. (T&ES)
38. To the satisfaction of the Director of T&ES, the applicant shall provide enhanced accommodations to allow bicycles and pedestrians to cross Duke Street safely and comfortably on the east side of the Road 3/S. Walker Street intersection. The applicant shall coordinate with City staff on an appropriate design and protective elements during the Infrastructure DSP process. (T&ES)
39. The Infrastructure DSP shall include interim as well as proposed final conditions and operations of each roadway improvement and planned modified or new intersection. (T&ES)
40. All infrastructure within future City Public Right of Way shall be to City Standards while materials used within the private roadways may be alternate materials to the satisfaction of the Directors of T&ES and P&Z and determined during the Infrastructure DSP. (P&Z) (T&ES)
41. A fully detailed traffic signal design plan for all proposed signalized intersections shall be included in the Infrastructure Final Site Plan Submission and shall be fully operational prior to opening the streets associated with the Infrastructure Plan. All associated equipment, devices, and features of each signalized intersection that would optimize the performance of the signal,

provide safe pedestrian and bicycle crossing, and prioritize transit and emergency vehicle throughput shall be included and to the satisfaction of the Director of T&ES. (T&ES)

42. Any changes to the Infrastructure Proposed Phasing Plan shown on Sheet 05 of the CDD Final Site Plan or which have not been reviewed or approved by the Director of T&ES, shall be reflected in the Infrastructure DSP or subsequent DSUP submittals, as necessary, for informational purposes. (T&ES)
43. The report conducted through VDOT's Interchange Access Report (IAR) process for the I-395/ Duke Street proposed modification shall be submitted to the City no less than thirty (30) business days and be to the satisfaction of the Director of T&ES, prior to the submission to VDOT or FHWA. The report must be reviewed and approved by the City, VDOT, and/or FHWA prior to the City's Capital Improvement Project Plan. The report shall include, but not limited to:
 - a. Analysis for all existing and proposed signalized intersections along Duke Street fronting the site with associated design modifications;
 - b. Consistent projected volumes and operations for each Duke Street intersection. Any changes must be identified and justified in the report.
 - c. A safety analysis of the preferred alternative for the I-395/ Duke Street proposed modification, as well as the Duke Street and S. Walker Street intersection. The safety analysis shall follow the Highway Safety Manual (HSM) procedure or Federal Highway Association's (FHWA's) procedure in assessing projected intersection safety; and,
 - d. Any other elements discussed and agreed upon within the Scoping meeting with VDOT and FHWA (T&ES).
44. Duke Street improvements, including the median east of Road 3, shall be designed and constructed by the Applicant as part of the Infrastructure DSP. (P&Z) (T&ES)
45. Hydrants on public streets are the responsibility of the city. Hydrants on private streets shall be included within public easements and are the responsibility of the City. (Fire)
46. All buildings must have adequate loading dock and/or pull-off capacity for delivery vehicles to avoid blocking EVE lanes. Additional signage may be necessary to the satisfaction of the Director of T&ES. (Fire)

J. TRANSIT

47. A bus layover area shall be provided within or near the existing parking garage at the rear of site to the satisfaction of the Directors of T&ES and DASH. The layover area shall:

- a. Provide adequate spaces for 40-foot buses to turn around and parking for two 40-foot buses to park for 15-30 minutes at a time. Buses may turn around using parking garage aisles.
 - b. Always be well-lit and safe for operators 24 hours a day, 7 days a week.
 - c. Include a secured, well-lit private restroom for bus operators, which may be provided in the closest occupied building. (T&ES/DASH)
48. A minimum of six bus bays shall be provided at the Transit Center on Road 2 between Road 5 and Road 4, as shown on the CDD plans. The design of the transit facilities shall be provided with the Infrastructure Plan to the satisfaction of the Directors of T&ES, P&Z and DASH. (T&ES/DASH)
49. Provide reinforced concrete pavement on Road 5 between Van Dorn and Road 2, Road 2 between Road 5 and Road 4, Road 4 between Road 2, and Duke Street. At minimum, provide reinforced concrete at and leading up to the layover/charging bay. (T&ES/DASH)
50. Provide bicycle amenities, including bike storage and maintenance areas, near the proposed transit center. (T&ES/DASH)
51. No more than one curb cut shall be allowed on the Transit Center block (Block 2 between Road 5 and Road 4), as shown on the CDD Plans. (T&ES/DASH)
52. To the satisfaction of the Directors of T&ES and DASH and subject to WMATA approval, provide a midblock pedestrian crossing on the Transit Center block (Block 2 between Road 5 and Road 4). Details of the pedestrian crossing shall be determined with the Infrastructure Plan. In the case WMATA fails to approve said midblock crossing this condition will be satisfied. (TES/DASH)
53. Prior to the release of the Infrastructure Final Site Plan, coordinate with DASH and City Staff to partner on the location of an onsite electric bus charging station. Bus charging will occur in one of the designated bus bays or layover spaces using an overhead mast arm with pantograph. The bus charging station will be located within the existing parking structure or Transit Hub. An additional 6-foot by 9-foot equipment pad area shall be identified and provided within 300-feet of the location where the charging will occur. Coordinate with DASH and City Staff to identify technical specifications for utility infrastructure needs, including the infrastructure to support a dedicated 500kVA below grade transformer and update applicable infrastructure pages for areas designated for these infrastructure uses and utility connectivity. The applicant shall not be required to pay for or install any of the components of the bus charging station, excluding electrical connection pathway to electrical service and panel capacity. (T&ES/DASH)

54. The City Transit Center block streetscape and roadway including concrete pavement, curb and gutter, sidewalk, landscape strip, boarding areas, and communications and electrical conduit on Road 2 shall be provided with Phase 1 of the development. Design and phasing details to be provided with Infrastructure DSP to the Satisfaction of the Director of T&ES and DASH. (T&ES/DASH)
55. Interim site access shall be provided for buses during construction for any time periods between when the existing bus stop facilities at Landmark Mall are no longer accessible until bus bays are available at the proposed Transit Center on Road 2. This interim access shall have adequate space for buses to turn around, a small, protected passenger area for boardings, a-lightings, and transfers, pedestrian access to/from pedestrian facilities on adjacent public roads, and a minimum of three (3) bus bays available for bus stops and layover space. (T&ES/DASH).
56. The phasing of the street and flyover removal shall be in coordination with DASH's existing operations within the site and shall be phased to provide minimal impacts to Duke Street and N. Van Dorn Street to the fullest extent possible. (T&ES)

K. PARKING

57. Parking for the Hospital Campus shall be determined with the Hospital Campus DSUP, which may include a request for a parking reduction SUP. Parking for the other development blocks shall be provided according to Zoning Ordinance requirements in effect at the time of each DSUP approval and subject to special use permits to decrease minimum or exceed maximum parking ratios. To the satisfaction of the Director of T&ES and P&Z, parking above the Zoning Ordinance maximums for development blocks outside the Hospital Campus may be permitted in initial phases given that parking in the existing parking garage will remain and will likely exceed parking requirements with the initial DSUPs. (P&Z) (T&ES)
58. All multi-family residential parking shall be unbundled (i.e., the cost to purchase or lease a parking space is separate from the cost to purchase or lease the residential unit), to the satisfaction of the Director of T&ES. (T&ES)
59. Provide a Parking Management Plan as part of the first preliminary DSUP for each block within the CDD Plan area. The Parking Management Plan shall be updated and approved with each subsequent DSUP submittal within the CDD Plan Area. Separate Parking Management Plans may be approved for the Hospital Campus and development blocks that do not share parking. The Parking Management Plan shall be approved by the Departments of P&Z and T&ES prior to the release of the Final Site Plan and comply with the requirements of the Parking Management Plan Template provided in Memo to Industry 01-19. (P&Z) (T&ES)

60. To the extent that parking control equipment is installed, controlled parking facility occupancy and turnover anonymized data shall be available through an open API for third party developers and the City to access data and direct parkers to available public parking spaces. (T&ES)
61. New parking garages shall have publicly accessible cellular service (or equivalent) and allow for the installation of equipment necessary for major cellular providers to be able to provide service in the garages. (T&ES)
62. On-street parking, except for drop-off/pick up zones and rideshare zones identified in the applicable DSUP, on both public and private streets within the site shall be metered and managed by the City. Any parking restrictions proposed by the Applicant shall be depicted in the Final DSUP Plans. The Director of T&ES reserves the authority to approve proposed restrictions and to set and adjust meter rates and hours. The applicant shall provide a contribution for each multi-space meters required as determined with each block DSUP. (T&ES)
63. Bicycle parking shall be required with each DSUP per Alexandria's Bicycle Parking Guidelines. (T&ES)

L. BUILDING MASSING, HEIGHT AND DESIGN

64. Building massing, height, and design within the CDD Concept Plan area shall comply with the following conditions to the satisfaction of the Director of Planning & Zoning and be subject to future DSUP approval:
 - a. The streetwall along each development block will include variations in height and setbacks to achieve the intent of the Small Area Plan. (P&Z)
 - b. Building breaks or building recesses are strongly encouraged for buildings that exceed 200-ft. in length. (P&Z)
 - c. Streetwall design shall generally reflect or complement the language of the towers above. (P&Z)
 - d. Building materials for all building façades facing a street, shall be brick, glass, stone, wood, metal, precast, ceramic panels, or similar material as permitted by the Director of P&Z. Use of fiber cement ~~shall be prohibited on building facades visible from a street or public park. For townhouses, a percentage higher than 20% may be permitted if the approach is consistent with the design intent of the townhouses and~~ may be approved as part of the DSUP process.
 - e. The following shall be provided for the Required and Preferred Active/Retail Streets, to the satisfaction of the Director of Planning & Zoning:

- i. Ground-floor uses along Required Active/ Retail Streets should include uses such as, retail, restaurant, personal service, health and wellness, indoor recreation, concert or performance venues, art galleries, museums, community service providers, maker spaces, childcare facilities, pet grooming and care facilities, grocery stores, or other similar uses as permitted in the CDD zoning table. Non-typical retail uses such as coworking and brewery/distillery, are permitted to a limited extent if the use meets the intent of the Plan and provides a public serving component (such as hosting community meetings and public functions, including an embedded retail/restaurant, or providing outdoor seating). (P&Z)
 - ii. The ground floor of multifamily and Hospital Campus buildings along Preferred Active/ Retail Streets may include, but are not required to provide, the uses permitted on Required Active/Retail Streets per the CDD zoning table. In addition, the ground floor of multifamily and Hospital Campus buildings along Preferred Active/Retail Streets may provide building lobbies, amenity spaces, community rooms, patient education spaces and other similar uses that do not necessitate commerce, along the entire street frontage. Ground floors of buildings along Required Active/Retail Streets may provide these uses to the minimum size necessary. (P&Z)
 - iii. Street frontages designated for Required and Preferred Active/ Retail streets outside of the Hospital Campus shall prioritize multiple storefronts, entrances, large, transparent windows, and be designed with a minimum height of 15-ft. from top of slab to underside of slab, and a minimum 30-ft. depth. Preferred Active/Retail frontages on the Hospital Campus shall maximize transparency to the extent possible while maintaining the necessary Hospital Campus functions and shall be designed with a minimum floor to floor height of 15 ft. (P&Z)
 - f. Functional building entrances, stoops and windows that face the street should be prioritized. (P&Z)
 - g. Townhomes and townhouse-style multifamily units (e.g., two-over-twos, stacked townhouses, and back-to-back townhouses), if provided, are limited to Block M and the eastern portion of Block L. (P&Z) (PC)
65. New above grade structured parking on Blocks E, G, I is prohibited. New above grade structured parking for the Hospital Campus shall be located between the Hospital and Cancer Center and is prohibited on other street frontages. The final footprint, height, layout, square footage, and design of the above grade parking structure on the Hospital Campus shall be determined through the Hospital

Campus DSUP and shall include architectural screening facing all street frontages and I-395. (P&Z)

66. Outside the Hospital Campus, if parking is provided above grade (excluding blocks where above grade parking is prohibited by Condition 65, above), it shall be subject to the following:
 - a. For the Required and Preferred Retail Streets (Streets 1 and 4), the above grade parking shall be limited to a maximum of one level above the height of the ground floor active uses and integrated into the ground floor design and materials. (P&Z)
 - b. For all other Streets, active uses shall be provided for the entire length of the street at a minimum depth of 20 feet. Two levels of parking may be provided above the ground level and shall be screened with an architectural design, materials, and fenestration comparable to the remainder of the building(s) on levels above the ground floor and a portion of which may include public art. (P&Z)
 - c. Any levels of above grade parking above the levels of parking as defined herein shall be screened with active uses for a minimum depth of 30 feet for the entire perimeter of each street and/or public park. (P&Z)
67. Parking for all townhouses and stacked townhouses shall be in rear loaded garages accessed from an internal alley. Front loaded garages are prohibited. (P&Z)

M.OPEN SPACE

68. Blocks F, N, Q, P, and R, combined, shall provide a minimum 3.5 acres of publicly accessible ground level open space, in the locations shown in the CDD Final Site Plan. (P&Z) (RP&CA)
69. To the satisfaction of the Director of P&Z and RP&CA, each development block, outside of the Hospital Campus, must provide 25% open space at-or above grade. If development Blocks D, E, G, H, I, J, K, L, and M cannot meet their individual open space requirements, then the unmet portion may be accommodated as publicly accessible ground-level open space on an adjacent blocks within the CDD Plan Area. Area in excess of the required 3.5 acres of publicly accessible open space, per the small area plan, provided on Blocks F, N, P, Q, and R, may contribute towards the unmet portions of development blocks, outside of the Hospital Campus, as determined through the DSUP process. A tabulation of the individual block open space and any transfer of open space to adjacent blocks within the CDD Plan Area, including on Blocks F, N, P, Q, and R, shall be provided with each DSUP. (P&Z) (RP&CA)

70. The Hospital Campus shall provide a minimum of 15% (62,500 sf) of the campus lot area as publicly accessible ground level open space. In addition, as part of the development review process, the roof-top open space shall be a minimum of 10,000 sf on the roof-top. (P&Z) (RP&CA)
71. Roof top open space/amenity spaces may also be provided, in addition to ground-level open spaces, as part of future DSUP submissions for majority-residential buildings. Such spaces shall be designed as high-quality open space with active and passive uses for residents and building tenants. Roof top open space on office buildings may be accessible to the public if compatible with the building use as determined by the Directors of RP&CA and P&Z in consultation with the Applicant as part of the DSUP process. Roof top open space shall be physically and/or visually accessible. (P&Z) (RP&CA)
72. All additional ground-level open space, including courtyards, plazas, and private internal courtyards shall be designed as high-quality open space for residents, building tenants and the public where appropriate. (P&Z) (RP&CA)
73. To the extent a portion of the top deck of the existing parking structure is not used for parking, the applicant shall offer to lease this area to the City for \$1 per year to program temporary uses, such as but not limited to, pop-up events, farmers markets, food truck rodeos, athletic events, and classes and other recreational uses. The City shall be responsible for any improvements to the garage required for the intended non-parking use. (P&Z) (RP&CA)
74. Temporary open spaces (e.g., pop-ups on adjacent empty building sites) shall be explored as part of future DSUP submissions for majority-residential buildings. (P&Z) (RP&CA)
75. For any proposed playspaces within the CDD plan area, the applicant shall follow the City of Alexandria Playspace Policy approved in October 2013 to improve the health and well-being of all youth through design and provision of quality playspaces. Prior to submitting the first Final Site Plan for a DSUP outside the Hospital Campus, the applicant shall work with RPCA Staff representatives of the Playspace Technical Advisory Team (P-TAT) and P&Z staff to develop a playspace design of structured and/or unstructured play. (P&Z) (RP&CA)
76. Publicly accessible open space on Blocks Q, F, N, and R) shall not include a dog park or dog exercise area. Block P may include a dog park per the City's Dog Park Master Plan guidelines and to the satisfaction of the Directors of P&Z and RP&CA. Dog Parks may be considered through individual development block DSUP submissions to the satisfaction of the Directors of P&Z and RP&CA. (P&Z) (RP&CA)
77. Community Wi-Fi infrastructure shall be provided in the Central Plaza, Terrace Park, and the Paseo. (P&Z) (RP&CA)

78. Operating hours shall be at a minimum consistent with park hours or as otherwise approved in the DSUP to the satisfaction of the Directors of Planning & Zoning and Recreation, Parks and Cultural Activities. (P&Z) (RP&CA).

N. CENTRAL PLAZA

79. Depict all improvements to Blocks F and N of the Central Plaza as shown on the CDD Final Site Plan on the first DSUP submission for any block adjacent to the northern portion of the Central Plaza, (Blocks F and N, only). Alternatively, the applicant may submit one DSUP request for only the Central Plaza (Blocks F and N), and in its entirety, at the same time as the first DSUP submission for any block adjacent to any portion of the Central Plaza (Blocks F and N, only). The Block Q design shall be submitted with the DSUP for the Hospital Campus. (P&Z) (RP&CA)
 - a. Improvements to the park shall include, but may not be limited to, pedestrian pathways, benches, planting beds, gazebos, or similar improvements or structures. (P&Z) (RP&CA)
 - b. The applicant shall construct the park improvements depicted on the approved DSUP prior to the release of the first Certificate of Occupancy for the first building on the respective block adjacent to Blocks F and N of the Central Plaza or respective portion thereof. (P&Z) (RP&CA)
 - c. Construction of the park shall occur in conjunction with the development of each block which is adjacent to the Central Plaza and shall be completed by the date or event described in the initial preliminary development plan approval for the block. (P&Z) (RP&CA)
 - d. Construction of the entire park within Blocks F and N shall be completed prior to 1 million square feet of development within the CDD Concept Plan area (excluding the Hospital Campus). (P&Z) (RP&CA)
80. The applicant shall depict all improvements to Block Q of the Central Plaza with the DSUP for the Hospital Campus. Alternatively, the applicant may submit one DSUP request for Block Q of the Central Plaza, at the same time as the DSUP for the Hospital Campus. Improvements to the park may include, but shall not be limited to pedestrian pathways, benches, planting beds, shade structures, and/or similar improvements or structures. The applicant shall construct the park improvements depicted on the approved DSUP prior to the release of the Certificate of Occupancy for the Hospital Campus building adjacent to Block Q. (P&Z) (RP&CA)
81. To the extent not undertaken by a BID or CDA, the applicant shall be responsible for maintaining and providing a maintenance plan for the Central Plaza in good condition in perpetuity, and consistent with all required

easements, to the satisfaction of the Directors of Planning & Zoning and Recreation, Parks, and Cultural Activities. (P&Z) (RP&CA)

82. Live programming and other special events to be held within the Central Plaza open space by private entities on a limited basis, including food and craft sales during such events, may be allowed subject to an administrative protocol to the satisfaction of the Directors of Planning & Zoning and Recreation, Parks, & Cultural Activities. These events shall not preclude the city-sponsored events (P&Z) (RP&CA)
83. The applicant shall allow Blocks F and N of the Central Plaza (excluding Block Q) to be used, at a minimum, 8 times each year free of charge for City-sponsored events. (P&Z) (RP&CA)
84. Final locations and sizes of retail pavilions within Blocks F and N of the Central Plaza open space shall be determined during the future DSUP phase. (P&Z) (RP&CA)

O. TERRACE PARK

85. The Terrace Park DSUP shall include all improvements to Terrace Park, including the sloped area and 20,000 sf of flat programmable area along Road 7.
 - a. This DSUP should be submitted concurrently with the first DSUP submission for any block adjacent to Road 7. (P&Z) (RP&CA)
 - b. Improvements to the park shall include, but may not be limited to pedestrian pathways, benches, planting beds/landscaping, gazebos, play space, or similar improvements or structures, including a possible pedestrian connection to Van Dorn Street. The applicant shall construct the park improvements depicted on the approved DSUP prior to occupancy of 1 million square feet of development within the CDD Concept Plan area (excluding the Hospital Campus). (P&Z) (RP&CA)
 - c. To the extent possible, all stormwater facilities shall be located outside of Terrace Park. All manholes and access doors shall be located within impervious areas and outside of the park. (P&Z) (RP&CA)
 - d. To the satisfaction of the Directors of P&Z and RP&CA, a pedestrian connection shall be provided from the 20,000 sf flat area to N. Van Dorn Street within the sloped portion of Terrace Park. The final design, type and location of the pedestrian connection shall be determined as part of the development approval for Terrace Park. The cost of the pedestrian connection shall be limited to \$250,000 in 2021 dollars and adjusted annually by CPI-U. The Applicant, at its discretion, may invest additional funding above the \$250,000. (P&Z) (RP&CA)

86. The applicant shall be responsible for maintaining and providing a maintenance plan to ensure that Terrace Park in good condition in perpetuity, and consistent with all required easements, to the satisfaction of the Directors of Planning & Zoning and Recreation, Parks, and Cultural Activities. (P&Z) (RP&CA)

P. PASEO NEIGHBORHOOD PARK

87. The applicant shall depict all improvements to Paseo Neighborhood Park shown on the CDD Final Site Plan on the first DSUP submission for any block adjacent to the park. Improvements to the park shall include, but may not be limited to pedestrian pathways, benches, planting beds/landscaping, play features, or similar improvements or structures. The applicant shall construct the park improvements depicted on the approved DSUP prior to the release of the first Certificate of Occupancy for the first building on the respective block adjacent to Paseo Neighborhood Park or respective portion thereof. (P&Z) (RP&CA)
88. An ADA accessible connection within the Paseo and/or within the adjacent buildings(s) shall be provided to the satisfaction of the Directors of P&Z, T&ES and RP&CA at the time of DSUP. (P&Z) (T&ES) (RP&CA)
89. The Paseo shall provide bicycle accessibility to the satisfaction of the Directors of T&ES and RP&CA at the time of DSUP. (P&Z) (T&ES) (RP&CA)
90. The applicant shall be responsible for maintaining and providing a maintenance plan to ensure the Paseo Neighborhood Park remains in good condition in perpetuity, and consistent with all required easements, to the satisfaction of the Directors of Planning & Zoning and Recreation, Parks, and Cultural Activities. (P&Z) (RP&CA)
91. Live programming and other special events may be held within the Paseo Neighborhood Park open space by private entities on a limited basis, including food and craft sales during such events, may be allowed subject to an administrative protocol to the satisfaction of the Directors of Planning & Zoning and Recreation, Parks, & Cultural Activities. These events shall not preclude the city-sponsored events. (P&Z) (RP&CA)
92. The applicant shall allow the Paseo Neighborhood Park to be used up to 6 times each year free of charge for City-sponsored events. (P&Z) (RP&CA)

Q. CONTRIBUTION(S)

93. Pursuant to the Eisenhower West/Landmark Van Dorn Developer Contributions Policy, the Applicant shall provide a developer contribution of \$3 per as-built square foot of floor area as defined by the Zoning Ordinance, excluding public facilities and LIHTC housing on Block J, consistent with the policy for each building. The total amount of the developer contributions shall not exceed \$3,000,000 in 2021 dollars, which shall be adjusted by CPI-U. The

requirements for developer contributions shall exclude square footage achieved through the application of Section 7-700 of the Zoning Ordinance. Developer contribution rates are subject to an annual escalation clause equivalent to the CPI-U for the Washington Metro area. Contribution rates will be recalculated in January of each year. The final contribution amount shall be calculated and verified by the Department of Planning and Zoning and in accordance with the Eisenhower West/Landmark Van Dorn Developer Contributions Policy applied solely to new development outside the Hospital Campus. All checks shall be made payable to the City of Alexandria and applied to the applicable fund. All developer contributions shall be made prior to the release of the first certificate of occupancy for each building. In addition to the developer contributions required herein, the Applicant shall provide a \$1,000,000 developer contribution and Inova shall provide a \$1,000,000 developer contribution for the I-395 ramp improvements within ninety (90 days) of written request by the City, which shall occur no sooner than the date of the award of a design or construction contract, whichever comes first. (P&Z)

R. UTILITIES

94. All above grade electrical transformers and associated utilities shall be located outside of the public rights of way, parks, and public alley(s) and screened to the satisfaction of the Director of P&Z or provided in underground vaults which shall comply with all applicable Dominion Virginia Power (DVP) standards. Ventilation grates shall not be located within public open space, sidewalks or streets public right of way, or shall be to the satisfaction of the Directors of P&Z, T&ES and RP&CA. The final location of the transformers and/or vaults shall be approved as part of the DSUP for each building/block. (P&Z) (T&ES) (RP&CA)
95. As part of the DSUP, the applicant shall submit a sanitary sewer adequate outfall analysis per the requirements of Memorandum to Industry No. 06-14. The applicant may be required to provide infrastructure improvements related to existing city-owned sanitary collector sewers to mitigate impacts from sanitary flows generated from development projects in this CDD. (T&ES)
96. For the proposed sewer and connection to the Holmes Run Trunk Sewer at 002474SSMH, the Applicant shall provide a pre- and post-CCTV inspection of manhole connection by a NASSCO MACP certified technician. This shall be noted on the CDD/DSP plans and the plans issued for construction. (T&ES)
97. All new utilities serving the CDD, whether located within or outside of the CDD, shall be placed underground at the cost of Applicant. All utilities except for those having a franchise agreement with the City shall be located outside the public right-of-way; however, no transformers or switch gears shall be placed in the public right-of-way. (T&ES)

98. A connected underground conduit grid shall be installed in preparation of fiber and cable installation to provide high-speed communication and connectivity to all buildings and traffic signals along Duke Street and N. Van Dorn Street within the site. The conduits shall be the satisfaction of the Director of T&ES. This shall either be shown as part of DSUPs for individual buildings or within the Infrastructure DSP. (T&ES)

S. SUSTAINABILITY

All Blocks:

99. Achieve LEED for Neighborhood Development certification or comparable certification for the entire CDD Plan area. (P&Z) (T&ES)

99A. The applicant may propose additional strategies to the sustainability conditions outlined below and these additional sustainability strategies may be incorporated administratively to the satisfaction of the Directors of T&ES and P&Z. (PC)

99B. applicant shall prepare an Energy and Resilience Plan which delineates its proposed concepts, elements, metrics, and phasing for:

- b. Individual building efficiency and site wide energy demand
- c. On site renewable energy
- d. On site district energy
- e. On site electrical storage
- f. Off-site renewable energy
- g. Building and grid integration
- h. Resilience

(PC)

99C. The Energy and Resilience Plan shall be completed to the satisfaction to the Director of Planning and Zoning and submitted as a component of the Infrastructure site plan. (PC)

100. The existing parking structure shall have the electric panel capacity with a dedicated circuit adaptable for electrical vehicle charging in the future. 2% of the parking shall provide EV (Level II) stations. (P&Z) (T&ES)

101. All new parking shall provide 2% of all parking as EV (Level II) stations or as required by the Green Building Policy at the time of DSUP. (P&Z) (T&ES)

Hospital Campus:

102. Phase I as depicted in the CDD Final Site Plan shall comply with the City's Green Building Policy and the required performance points in the Green Building Policy, with the exception of the water reduction points. All subsequent phases shall be LEED Silver or equivalent and meet the required performance points in the City's Green Building Policy with the exception of

the water reduction points or comply with the City's Green Building Policy at the time of DSUP approval, whichever is more stringent. (P&Z) (T&ES)

Development Blocks outside of Hospital Campus:

103. All buildings shall comply with the City's Green Building Policy at the time of DSUP. (P&Z) (T&ES)
104. Green roofs equal to at least 30% of the roof area of the podium level will be provided for new wood framed multifamily buildings and 15% of the otherwise unencumbered roof area for other new buildings. Existing garage to remain as it is. (P&Z) (T&ES)
105. Newly constructed buildings shall achieve a 5% reduction in embodied carbon. With each preliminary DSUP submission, the Applicant shall provide an estimate of CO₂e (carbon dioxide equivalent) emissions utilizing a carbon footprint calculator that focuses on primary sources of CO₂ emissions such as buildings, solid waste, and transportation. The same calculator shall be used for all submissions for comparative data use. (P&Z) (T&ES)
106. Multifamily residential buildings shall be limited to electric only, except for limited accessory elements of the building such as retail use, food and beverage uses, emergency generators, and common areas systems and unit appliances. For these limited accessory elements, the buildings shall be designed to support low cost and available conversion from fossil fuel to electricity in the future. (P&Z) (T&ES)
107. All buildings, excluding townhomes, stacked townhomes and the existing and proposed above grade parking structures, shall be solar ready. (P&Z) (T&ES)

T. STORMWATER

108. The applicant shall meet the requirements set forth in the Environmental Management Ordinance (Chesapeake Bay Preservation Act) as adopted by the City of Alexandria at the time of the submittal of each preliminary DSUP. (T&ES)
109. The CDD area lies within the Landmark / Van Dorn Small Area Plan, and as such has a redevelopment phosphorus removal requirement of 40 percent from the predeveloped load (treatment of the first ½ inch of rainfall is required). New impervious must meet the required 0.41 lbs./ac phosphorus loading rate or the 40 percent reduction, whichever is more stringent. The site's entire water quality volume shall be treated. Compliance with this condition must be met at the time of submittal of each preliminary DSUP. (T&ES)
110. The applicant shall meet the requirements as set forth in Memorandum to Industry 01-18, Use of Manufactured/Proprietary Stormwater BMPs or

applicable City Policy at the time of approval for each DSUP. In addition, all development shall meet the green infrastructure requirements of the Landmark/Van Dorn Small Area Plan. Underground sand filters and proprietary BMPs may be used for treatment of the existing parking garage and on a case-by-case basis only if the selected BMPs from the Small Area Plan are proven to be infeasible and after approval by the director of T&ES or his or her designee. (T&ES)

111. The stormwater runoff from impervious surfaces within new public rights-of-way shall receive treatment from stormwater Best Management Practice (BMP) facilities in accordance with Memo to Industry 21-02 or applicable City policy at the time of approval. (T&ES)
112. All stormwater treatment facilities (BMPs) and detention facilities shall be maintained by the property owner, Community Development Authority, Business Improvement District, Master Association, or similar entity. This includes facilities installed in public rights of way and public parks. (T&ES)
113. Stormwater runoff quantities shall meet the City of Alexandria Article XIII Environmental Management Ordinance and Chapter 8 of the Landmark/Van Dorn Corridor Plan. (T&ES)
114. The stormwater collection system is located within the Holmes Run watershed thus stormwater quantity controls shall be designed to demonstrate that post development stormwater runoff does not exceed the existing runoff quantities for the 1-year, 2-year, and 10-year storm events. (T&ES)

U. STREET NAMES

115. All new public and private streets shall be named and said street names require Planning Commission approval through a Street Name Case request before assignment. Street Name Case requests for new street names within a CDD phase must be approved by Planning Commission prior to the release of the first Final Site Plan for the respective CDD phase in which the public streets are located. (P&Z)

V. INTERIM USES AND INTERIM CONDITIONS

116. Temporary screening shall be provided to conceal exposed construction and incomplete areas of the project to the satisfaction of the Directors of Planning & Zoning and Transportation & Environmental Services consistent with the following guidelines:
 - a. Treatment of visible portions of structures on Blocks X intended to be covered by future constructed features shall include one or both of the following:

- i. Installing building or structure-mounted fabric scrims and/or vinyl banners to screen and buffer views of structures (e.g. parking garages, faces of buildings) intended to be covered by future construction.
 - ii. Installing plantings that are coordinated with and are compatible with the overall design character of adjacent areas in future development zones.
 - b. Plantings can be used to screen and buffer views of structures (e.g. parking garages, faces of buildings) intended to be covered by future construction. Plant materials shall be fast growing species, primarily evergreen, and appropriate for short-term use. Planting / landscape interim conditions shall be to the approval of the Directors of P&Z, T&ES and RP&CA along the following guidelines:
 - i. Plantings shall be consistent with the Alexandria Landscape Design Guidelines.
 - ii. Undeveloped parcels shall be enhanced with temporary landscape treatments and/or site improvements, including:
 - c. Blocks or portions thereof that are not developed for five (5) years after the completion of the infrastructure plan shall at a minimum be grass. (P&Z)
 - d. Temporary sidewalks, walkways or staircases/ramps shall be constructed around undeveloped parcels. Walkways shall be constructed of asphalt or other approved material and be minimum 5' in width.
 - e. Site shall be graded with gentle slopes and even transitions to offer a safe condition.
 - f. Site shall be seeded with turf type grasses and maintained in a neat, mowed condition.
 - g. Except for screen planting defined above in 'Treatment of visible portions of structures', and tree planting associated with streetscapes, the site shall remain as an open lawn area for public use (where possible). (P&Z) (T&ES) (RP&CA)
117. All interim uses and temporary conditions which are considered by the Directors of P&Z and/or T&ES to require screening shall apply the minimum screening and interim improvements listed in Condition #116 above. (P&Z) (T&ES)
118. No interim uses shall be approved which preclude the layout or function of the approved CDD Final Site Plan. (P&Z)

119. Interim retail uses as defined herein shall be permitted for all the undeveloped blocks or portion thereof for the site. In the event the City has programming or events for undeveloped portions of the site, the sites shall be made available at no cost to the City. (P&Z)

W. COORDINATED SIGNAGE

120. Prior to the release of the first Final Site Plan for the first building within CDD #29, a coordinated signage program, including a wayfinding sign plan for the entire district, shall be provided. Prior to the release of the first DSUP Final Site plan outside the Hospital Campus, a coordinated sign Special Use Permit (SUP) shall be submitted for review and approved by the City Council.
 - a. The coordinated signage program shall be conditioned under a separate set of conditions.
 - b. The Hospital Campus may request a separate coordinated signage program SUP prior to the release of the DSUP Final Site plan for the Hospital Campus, or as part of the preliminary DSUP.
 - c. Provide signage at the entrances to the parking garage with retail parking that is consistent with the City's Wayfinding standards for identifying parking garages.
 - d. The coordinated signage program SUP shall coordinate the location, scale, massing, and character of all proposed signage to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (T&ES)

X. PUBLIC ART

121. Per the City's Public Art Policy, adopted December 13, 2014, work with City Staff to incorporate public art on-site, or provide an equivalent monetary contribution to be used toward public art within the CDD planning area, to the satisfaction of the Directors of RP&CA and P&Z. The in-lieu contribution shall be \$.30 per gross square foot, with a maximum contribution of \$75,000 per building with the exception of townhomes or townhome style multifamily on Blocks L & M which will be per block. In the event public art is provided on-site, the public art shall be of an equivalent value. (RP&CA) (P&Z)
122. With the first DSUP submission in Phase 1 of CDD #29 the applicant shall submit a draft of a consolidated and coordinated public art plan outlining locations for public art throughout Phase 1 and conceptually for Phase 2 of CDD #29. The preliminary public art plan shall be approved by RP&CA prior to the release of the First Final Site Plan in Phase 1. (RP&CA) (P&Z)
 - a. The Hospital Campus may submit a separate public art plan with the DSUP for the Hospital Campus. (RP&CA) (P&Z)

- b. All public art locations will be on private property and accessible to the public. (RP&CA) (P&Z)
 - c. To the maximum extent practicable, the applicant will install public art on retaining walls, above grade parking garages, and other exposed infrastructure. (RP&CA) (P&Z)
 - d. Public art contributions may either be provided on a building-by-building basis or combined to fund public art at identifiable locations, e.g., the publicly accessible open spaces. (RP&CA) (P&Z)
123. Prior to release of each building's Final Site Plan, the applicant shall identify the following, in accordance with the consolidated and coordinated public art plan, to the satisfaction of the Directors of P&Z and RPCA:
- a. The applicant shall have selected the artist, and medium (if applicable). The applicant is strongly encouraged to concurrently provide information on construction materials and the recommended maintenance regimen. (RP&CA) (P&Z)
 - b. The location of the building's proposed public art, either on-site or committed to a location within CDD #29 Plan area. (RP&CA) (P&Z)
 - c. The final amount of the required public art contribution. (RP&CA) (P&Z)
 - d. The timeline for installing the public art. (RP&CA) (P&Z)
 - e. Public art located on a property shall be the responsibility of the property owner, including all maintenance of the public art in perpetuity. (RP&CA) (P&Z)

Y. COMMUNITY DEVELOPMENT AUTHORITY OR BUSINESS IMPROVEMENT DISTRICT FOR DEVELOPMENT BLOCKS OUTSIDE THE HOSPITAL CAMPUS

124. Prior to the release of the first certificate of occupancy for the first non-hospital campus building within CDD#29, the Applicant shall establish a Community Development Authority (CDA) or Business Improvement District (BID) to be responsible for the following items to the satisfaction of the Directors of P&Z, T&ES, RP&CA and City Attorney:
- a. Repair and Maintenance of the mandatory, publicly accessible open space: Central Plaza, Terrace Park, and the Paseo, plus other publicly accessible open spaces as may be defined by individual DSUPs.
 - b. Provide assistance for the retailers in a comprehensive marketing and branding for the retail and programming in the CDD.

- c. Open Space – The CDA or BID shall be responsible to work in coordination with the City to establish the appropriate amount and type of programming within the City parks and open space.
 - d. Parking – Coordination and management of any shared parking management plan between the owner(s) in CDD#29.
 - e. Valet parking - coordination of any valet management plan between the owners in CDD#29.
 - f. Signage – maintenance, repair, and coordination of locations and messaging for all identification signs, wayfinding signs, directional signs, and seasonal/event banners.
 - g. Maintenance and repair of porous pavement or special paving on public streets, sidewalks, and amenity zones.
 - h. Any private streets, alleys, walkways, common areas, and public open spaces shall be maintained by the CDA or BID. (P&Z) (T&ES) (RP&CA)
125. If streets are closed during events coordinated by the CDA or BID, or comparable entity, collection of meter revenue shall be waived. Closures impacting on street parking shall be communicated to the City in advance. (T&ES)
126. The Applicant as part of the initial lease up of the retail for the required retail frontages shall provide a coordinated approach for the retail leasing to ensure a diverse mix of uses, businesses to activate the retail area. A diversity of local, regional, and national retailers is encouraged. (P&Z)
127. The Central Plaza, Terrace Park, and the Paseo shall be privately maintained by the Applicant or CDA or BID when established. Maintenance and applicable requirements of the Director of RP&CA shall comply with the City of Alexandria Landscape Guidelines. (RP&CA)
128. As part of the submission of the first preliminary DSUP, the Applicant shall be responsible for submitting a detailed narrative for the proposed governance structure for the CDA or BID for CDD#29, which addresses the need for a master developer, retail as required herein, maintenance, programming and other associated elements for review Prior to the release of the first Certificate of Occupancy in Phase 1, the final CDA or BID Governance Structure shall be docketed for hearing or have received approval from City Council. Public Institutions within the proposed CDA or BID Boundaries will participate as feasible. (P&Z)

Z. MISCELLANEOUS

129. The applicant shall provide the following additional information for the review and approval of the Directors of Planning & Zoning and Transportation & Environmental Services:
 - a. Any Development Special Use Permit (DSUP) application, with the exception of the Hospital Campus Building A1 site, that generates 50 vehicle trips or more in either peak hour but does not create more than 10% of what was proposed in the CDD Multimodal Transportation Study, and has consistent land use, as well as the DSUP submitted less than five years from the CDD study shall at a minimum submit a Transportation Memorandum, or to the satisfaction of the Director of T&ES. The memorandum shall include:
 - i. Justification Statement, explaining why a transportation study is not required.
 - ii. The proposed generation for the corresponding block as presented in pages 23 through 31 in the CDD's Multimodal Transportation Study.
 - iii. As well as any information regarding any proposed changes or deviation from the CDD's Multimodal Transportation Study. (T&ES)
 - b. Any DSUP amendment or application that generates 50 vehicle trips or more in excess of what was proposed in the CDD Multimodal Transportation Study in either peak hour and is submitted five years or more after the approval of the CDD shall be subject to the required Multimodal Transportation Study and adhere to the most recent guidance. (T&ES)
130. A demolition permit(s) for the existing structures on the subject property will be considered for issuance prior to the submission of any DSPs or DSUPs, provided all necessary information is provided for City review. (T&ES)

VII. ATTACHMENTS

1. Master Plan Resolution MPA#2020-00009 with List of Master Plan Changes
2. Chapter 10: Landmark Neighborhood 2021 Markup
3. CDD Concept Plan Approval Standards
4. Consistency with Rezoning Criteria
5. CDD #29 Zoning Table
6. Affordable Housing Plan, adopted by AHAAC May 3, 2021
7. Eisenhower West Landmark/Van Dorn Implementation Advisory Group
Endorsement Letter
8. Community Comment Matrix

ATTACHMENT 1: Master Plan Amendment Resolution with List of Master Plan Graphics

RESOLUTION NO. MPA 2020-00009

WHEREAS, under the Provisions of Section 9.05 of the City Charter, the Planning Commission may adopt amendments to the Master Plan of the City of Alexandria and submit to the City Council such revisions in said plans as changing conditions may make necessary; and

WHEREAS, the proposed amendments will amend the **Landmark/Van Dorn Small Area Plan** chapter of the 1992 Master Plan;

WHEREAS, the Department of Planning and Zoning has analyzed the proposed revisions and presented its recommendations to the Planning Commission; and

WHEREAS, a duly advertised public hearing on the proposed amendment was held on **June 24, 2021** with all public testimony and written comment considered; and

WHEREAS, the Planning Commission finds that:

1. The proposed amendments are necessary and desirable to guide and accomplish the coordinated, adjusted and harmonious development of the **Landmark/Van Dorn Small Area Plan** section of the City; and
2. The proposed amendments are generally consistent with the overall goals and objectives of the 1992 Master Plan and with the specific goals and objectives set forth in the **Landmark/Van Dorn Small Area Plan** section of the 1992 Master Plan; and
3. The proposed amendments show the Planning Commission's long-range recommendations for the general development of the **Landmark/Van Dorn Small Area Plan**; and
4. Based on the foregoing findings and all other facts and circumstances of which the Planning Commission may properly take notice in making and adopting a master plan for the City of Alexandria, adoption of the amendments to the **Landmark/Van Dorn Small Area Plan** chapter of 1992 Master Plan will, in accordance with present and probably future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the residents of the City;

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Alexandria that:

1. The following amendments to the **Landmark/Van Dorn Corridor Plan** through the **Landmark/Van Dorn Corridor Plan overlay** are hereby adopted in their entirety amending the Landmark/Van Dorn Corridor Plan chapter of the 1992 Master Plan of the City of Alexandria, Virginia in accordance with Section 9.05 of the Charter of the City of Alexandria, Virginia:
 - a. Updates to text as provided below. *Deleted text is shown with a ~~striketrough~~. Revised or additional text is underlined. The page numbers reference Chapter 10 of the Landmark/Van Dorn Corridor Plan which restarts its numbering sequence on page 1.*

P.7 (Chapter 10):

- Framework Streets ~~A, B and C~~ 1 and 4 will serve as the primary retail streets within the neighborhood. They serve the most mixed-use areas and have buildings with ground floor retail, restaurants and other active commercial uses. Wider sidewalks accommodating pedestrians, outdoor seating and dining areas are lined with regularly spaced street trees, pedestrian-scale lighting and on-street parallel parking. Unique paving material for sidewalks and streets is encouraged and, where appropriate, the street may be curbless to serve as an extension of adjacent open space.
- ~~**Mixed-Use Boulevard (Green Street)**~~
The primary role of Framework Street ~~D~~ An additional role of Main Street, Framework Street 1, is to serve as the green street within the neighborhood connecting all publicly accessible open spaces both physically and visually and incorporating sustainable design elements, such as pervious pavers and other stormwater elements. It will also accommodate ~~an urban-scale transit hub, transit stops and furnishings,~~ on-street parking, wide sidewalks, delineated bicycle paths, landscaping, and canopy trees.

P.7/8:

- Framework Streets ~~E and F~~ 3 and 5 are neighborhood streets offering additional access into and out of the neighborhood while connecting the primary Framework Streets ~~A through D~~ 1 and 4. These tree-lined streets are framed by urban-scale buildings, sidewalks, landscaping, pedestrian-scale lighting, and on-street parallel parking, as well as delineated bicycle paths where appropriate. Streets ~~E and F~~ 3 and 5 connect people biking to the bicycle facilities on Framework Street ~~D~~ 1, Duke Street and N. Van Dorn Street. Framework Streets ~~G, H and I~~ 2, 6, and 7 are also neighborhood streets offering additional circulation within the neighborhood. Street 2 will accommodate an urban scale transit hub, transit stops and furnishings, as well as on-street parking, wide sidewalks, landscaping, and canopy trees. These are similar in design to Framework Streets ~~E and F~~ but typically serve ~~more residential areas of the neighborhood.~~ Framework Streets G, H and I may ~~provide on-street parallel parking where necessary.~~ Framework Streets 6, 7 and 2 (in areas outside the Transit Hub) are similar in design to Framework Streets 3 and 5 but typically

serve more residential areas of the neighborhood. Framework Streets 6, 7 and 2 may provide on-street parallel parking where necessary.

P.8:

- **Figure 7: ~~Green Street with Transit Hub (Framework Street D)~~ Transit Hub (Framework Street 2)**
- **Service Streets-Connections**
Framework Street ~~S~~ 8 functions primarily as a service ~~street~~ connection for service vehicles and is primarily located along I-395. Service ~~street~~ connections are typically utilitarian in design and should provide architectural or landscape screening along I-395, to the extent feasible.
- Near term redevelopment will maintain the ~~northeastern portion of the~~ existing above grade parking structure located along the I-395 side of the site. During this interim condition, Framework Street ~~J~~ 9 may function as a service street but be designed and constructed not to preclude the future build-out condition as a neighborhood connector similar to Framework Streets G, H and I (Figure 2) be provided within the existing parking deck. If the existing parking structure is redeveloped, Framework Street 9 will be designed and constructed as a neighborhood connector similar to Framework Street 7. In the event the above grade parking structure is redeveloped, Framework Streets ~~K, L and M~~ 10 through 13 will be incorporated into the street network, and each street type will be determined during the Development Special Use Permit (DSUP) process.

P.9

- 5. BRT will be provided on-street parallel to the curb on Framework Street ~~D~~ 2 as generally depicted in Figure 9. Bus shelters will be provided in the Amenity Zone.

P.10:

- In this urban environment, it is important to maintain an active public realm for an enhanced pedestrian experience. Therefore, new structured parking is strongly recommended to be located below-grade, where feasible. Where new structured parking cannot be provided below-grade, it must be lined with an engaging streetwall of active uses, including commercial and residential, on all sides fronting ~~Framework Street A through I and/or open space, or otherwise coordinated so as not to detract from the public realm.~~ Main Streets. Forms of integrated architectural screening may be considered for all other locations.
- The Plan recommends coordinating with the Virginia Department of Transportation (VDOT) to explore the opportunity for a ~~ramp~~ an enhanced connection with I-395 (Figure 2). In addition, the

Plan recommends a potential pedestrian/bicycle bridge connection over I-395 to improve connectivity and access to the Landmark neighborhood as generally depicted in Figure 10.

P.13:

- At least 3.5 acres of publicly accessible at-grade open space will be provided in the approximate locations shown in Figure 12, with each space designed to be physically and visually connected by the neighborhood's green street, Framework Street ~~D~~ I. Each publicly accessible open space will be made accessible and usable to the public through dedication or provision of a perpetual public easement to the City. The minimum 3.5 acres of publicly accessible at-grade open space will consist of the following:

P.14:

- In some cases, individual development blocks may not be able to provide the 25% open space on its singular block. In these instances, any remaining open space requirement may be relocated to adjacent blocks. Open space transferred in this way must be provided as at-grade publicly accessible open space. A hospital campus, if provided, may provide less than 25% for the campus, as determined by the CDD.
- The ~~northeastern portion of the~~ existing above-grade parking structure will be retained through near-term redevelopment (Figure 12). During this interim condition, it is recommended that publicly accessible active recreation space be provided on the top level of the parking structure, to the extent feasible.

P.16:

- Integral to the success of the neighborhood as a whole will be concentrating ground floor retail uses around the activated retail core where buildings frame the central plaza along Framework Streets ~~A, B, C, and D~~ I and 4. Here, required ground-floor active retail creates the social heart of the neighborhood, a destination for people in and around the area to shop, eat, linger, and enjoy. Because the retail market is ever evolving, the Plan encourages flexibility in types of uses in required and preferred active/retail locations as long as the uses activate the public realm, line the street with transparent windows, and contribute to the liveliness of the neighborhood. Uses consistent with this intent will be determined as part of CDD approval(s). The Plan recommends district-wide management of uses, such as a business improvement district, owner's association or similar entity, to ensure coordinated marketing and activation.

P.17:

- To draw people into the neighborhood and have an active street frontage on Duke Street, the southern portion of Framework Street ~~B~~ 4 is designated as a preferred active/retail area. Retail is preferred here rather than required because of the potential challenges related to the grade change from Duke Street to the center of the neighborhood. However, so as not

to preclude ground level retail use, buildings will be designed and constructed with at least ~~17.5~~ 15 feet ~~floor to ceiling~~ in height and 30 feet in depth.

P.21:

- Neighborhood-wide design standards for the public realm and buildings, including elements such as lighting, signage/wayfinding, public art, setbacks, building massing, articulation and other comparable features will be determined prior to submittal of the first development special use permit. Design standards will be provided for buildings taller than 100 feet to address sun and shade patterns across the neighborhood, and emphasis will be given to the gateway at Framework Street ~~B4~~ and Duke Street to visually denote this entrance to the retail core of the neighborhood (Figure 16).

P.28:

- **10.1.3** Main Streets (Framework Streets ~~A through C~~ 1 and 4) are encouraged to incorporate enhanced paved surfaces on sidewalks and streets and, where appropriate, may be curbside to serve as an extension of adjacent open space.
- **10.1.5** Curb cuts for individual buildings should not occur on Main Streets. Curb cuts are encouraged to serve multiple buildings and should be provided primarily on Neighborhood Connectors and Service Streets. ~~In limited cases, curb cuts serving multiple buildings may be provided on the Mixed Use Boulevard (Framework Street D).~~
- **10.1.8** Provide dedicated bicycle facilities on N. Van Dorn Street, Duke Street and Framework Streets ~~D, E and F~~ 1, 3, and 5 as generally depicted in Figure 10. Final configuration of bicycle facilities in these locations will be determined as part of the Coordinated Development District (CDD) approval(s). Potential bicycle facilities and accommodations for the remaining Framework Streets will be determined as part of the CDD approval(s) and Infrastructure Plan.
- **10.1.13** Pursue Virginia Department of Transportation (VDOT) and all applicable agency approvals for ~~a ramp~~ an enhanced connection with I-395 as generally depicted in Figure 2 as part of a joint effort between the City and the property owner.
- **10.1.15** New structured parking should be provided below grade. If new structured parking is located above-grade, it should be lined with active uses, (commercial and/or residential) on all sides fronting Framework Streets ~~A through I and/or open space or otherwise coordinated so as to not detract from the public realm~~ Main Streets. Forms of integrated architectural screening may be considered for all other locations or otherwise coordinated so as to not detract from the public realm. To the extent feasible, above grade parking structures should be designed and constructed to potentially be reused as commercial or residential use in the future. Interim surface parking may be allowed prior to the final phase of development.

P.29:

- **10.2.1** Provide a minimum of 3.5 acres of at-grade publicly accessible open space with passive and active elements for all ages and abilities as intended by the Plan that is physically and visually connected and accessible from the green street (Framework Street ~~D~~L) and connects to surrounding publicly accessible open space as generally depicted in Figure 12. The following publicly accessible open spaces will be dedicated to the City or will include a perpetual public easement:
- **10.2.5** In addition to the minimum 3.5 acres of publicly accessible open space outlined above, provide a minimum of 25% open space (exclusive of the existing parking deck) with active and passive elements at- or above-grade per development block (Development blocks identified as part of the CDD). The 25% requirement for each development block (in addition to the neighborhood-wide minimum 3.5 acres) may be consolidated on multiple development blocks if the transferred open space creates a more consolidated, at-grade publicly accessible useable open space. *A hospital campus, if provided, may provide less than 25% for the campus, as determined by the CDD.*
- **10.2.7** Of the ~~25%~~ open space per development block, publicly accessible ground level open space should be prioritized.
- **10.3.2** Provide required and preferred ground floor active/~~retail~~ uses in the locations as generally depicted in Figure 13. Permitted uses in these locations must activate the adjacent street and/or open space. The specific uses permitted as retail will be established as part of the CDD approval(s).

P.29/30:

- **10.3.3** In the required and preferred ground floor active/~~retail~~ locations depicted in Figure 13, provide ground floor minimum ~~floor-to-ceiling~~ height of ~~17.5~~ 15 feet and minimum depth of 30 feet and building design that engages the public realm through use of transparent windows and building articulation.

P.30:

- **10.5.6** Prepare general neighborhood-wide design standards for the public realm and buildings, including elements such as lighting, signage/wayfinding, public art, setbacks, building massing, articulation and other comparable features, that implement the vision of the Landmark neighborhood prior to submittal of the first development special use permit. Emphasize features at Framework Street ~~B~~L and Duke Street as shown in Figure 16 to denote this entry to the retail core of the neighborhood.

b. Updates to Figures, Tables and Charts as listed below and attached:

- Figure 1: Plan Area-wide Connectivity
- Figure 2: Framework Plan and Complete Street Typology
- Figure 9: Transit Hub
- Figure 10: Pedestrian and Bicycle Facilities
- Figure 12: Open Space
- Figure 13: Land Use
- Figure 15: Building Height
- Figure 16: Building Streetwall, Gateway and Placemaking Opportunities

See following pages.

Figure 1: Plan Area-wide Connectivity

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Figure 1: Plan Area-wide Connectivity

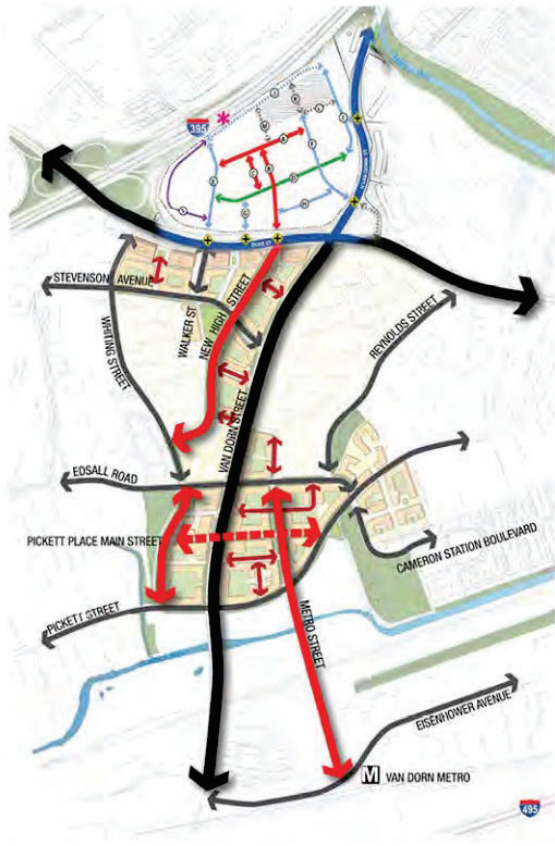


Figure 1: Plan Area-wide Connectivity

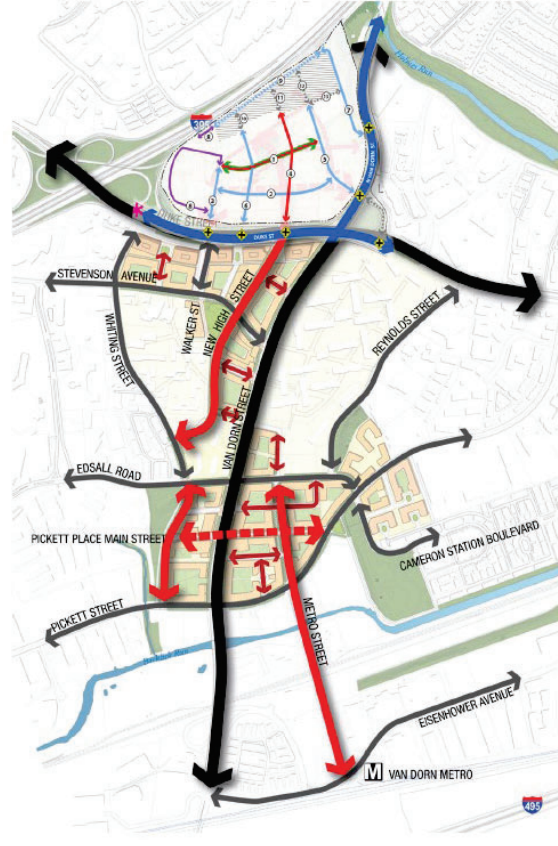
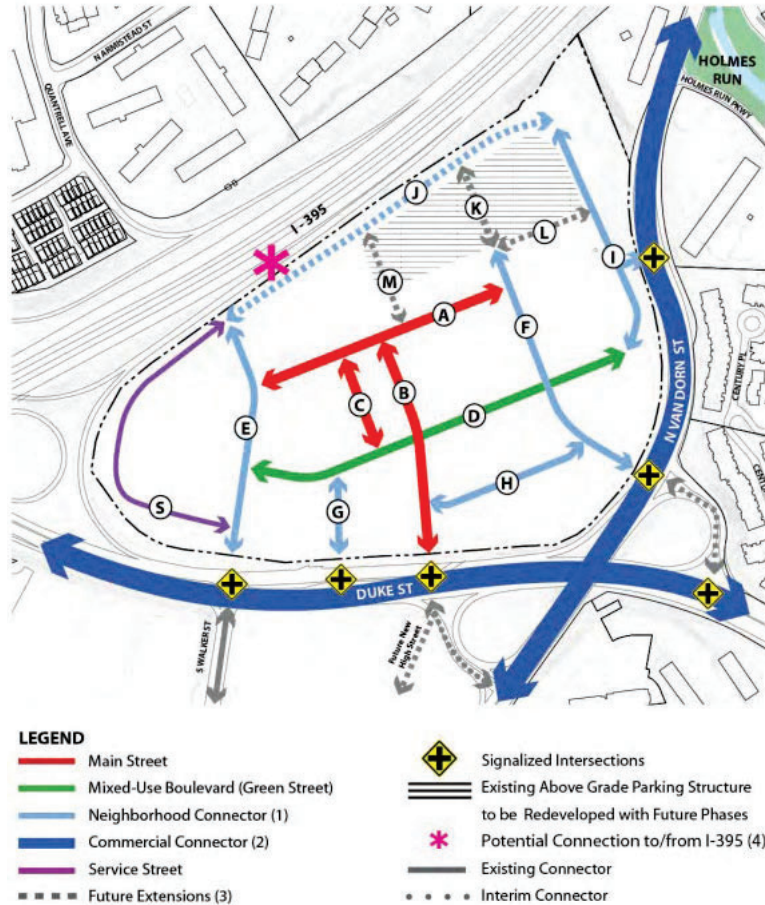


Figure 2: Framework Plan and Complete Street Typology

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Figure 2: Framework Plan and Complete Street Typology

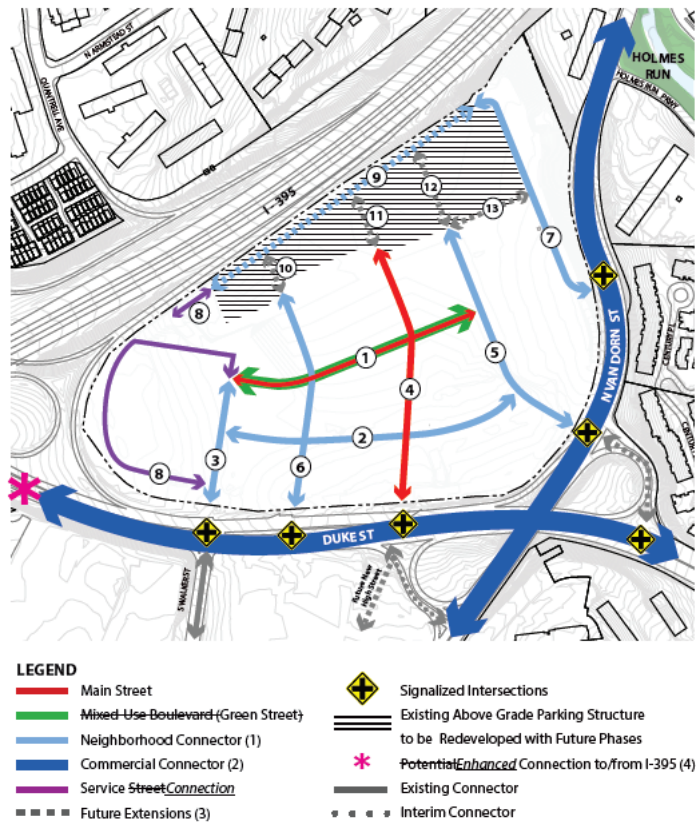


Notes:

1. Framework Street J to be designed and constructed as a Neighborhood Connector but used in the interim as a Service Street.
2. Improvements limited to property frontage.
3. Future street extensions in the event that the above grade parking structure is redeveloped.
4. Location of a potential connection is for illustrative purposes only. Final location will be in coordination with VDOT and the City.

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Figure 2: Framework Plan and Complete Street Typology

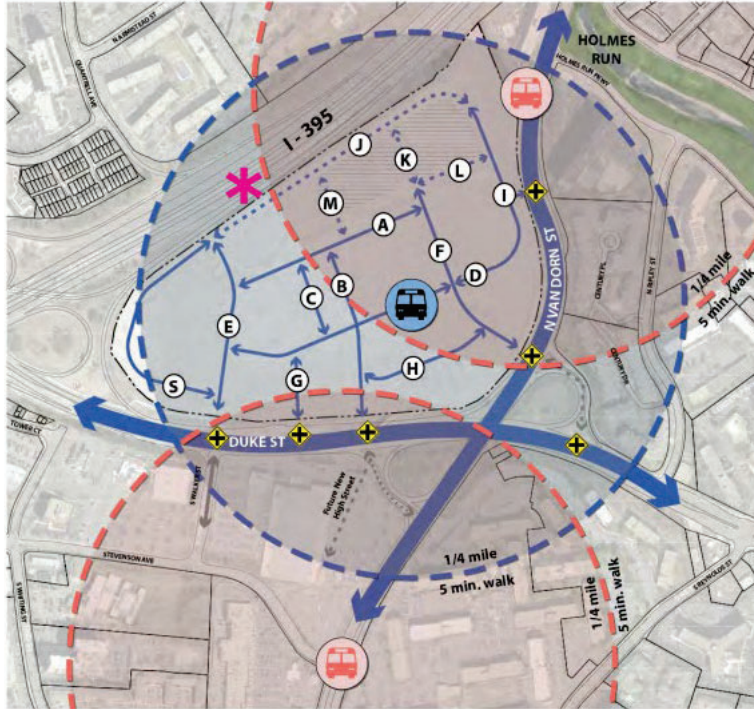


- Notes:
1. Framework Street 1 to be designed and constructed as a Neighborhood Connector but used in the interim as a Service Street.
 2. Improvements limited to property frontage.
 3. Future street extensions in the event that the above grade parking structure is redeveloped.
 4. Location of a potential enhanced connection is for illustrative purposes only. Final location will be in coordination with VDOT and the City.

Figure 9: Transit Hub

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Figure 9: Transit Hub



LEGEND

- | | | | |
|--|--|--|---|
| | Proposed Transit Hub (1) | | Framework Streets |
| | Planned West End Transitway Stop | | Future Extensions |
| | Potential Connection to/from I-395 (2) | | Existing Above Grade Parking Structure to be Redeveloped with Future Phases |
| | | | Existing Connector |
| | | | Interim Connector |
| | | | Signalized Intersections |

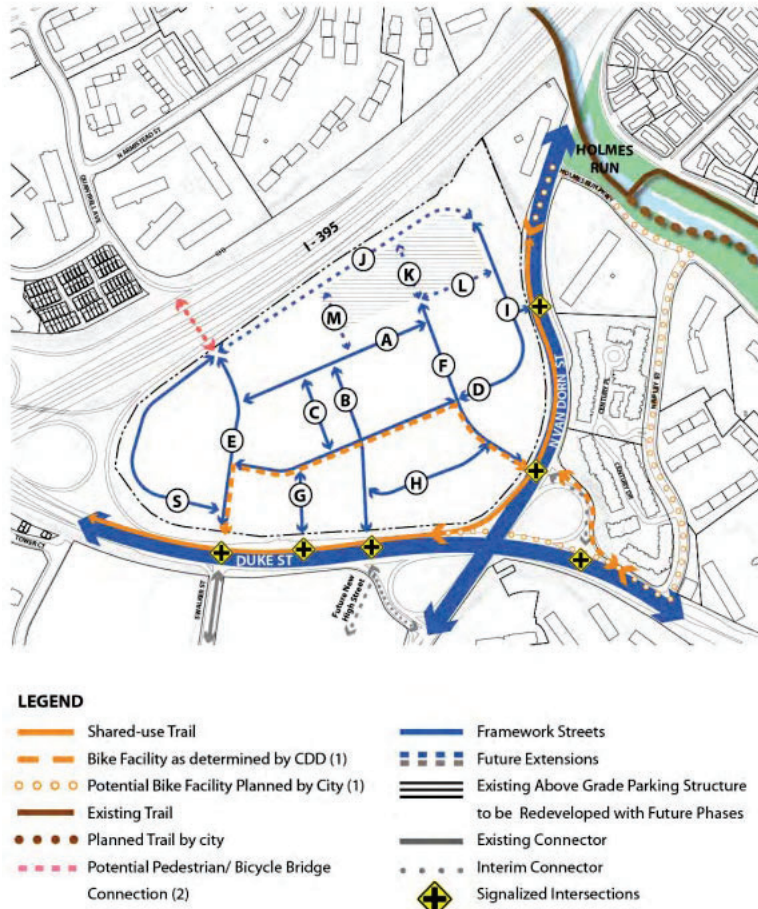
Notes:

1. The proposed transit hub is for illustrative proposes only. Final location and coordination will be determined during the development review process.
2. Location of a potential connection is for illustrative proposes only. Final location will be in coordination with VDOT and the City.

Figure 10: Pedestrian and Bicycle Facilities

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Figure 10: Pedestrian and Bicycle Facilities

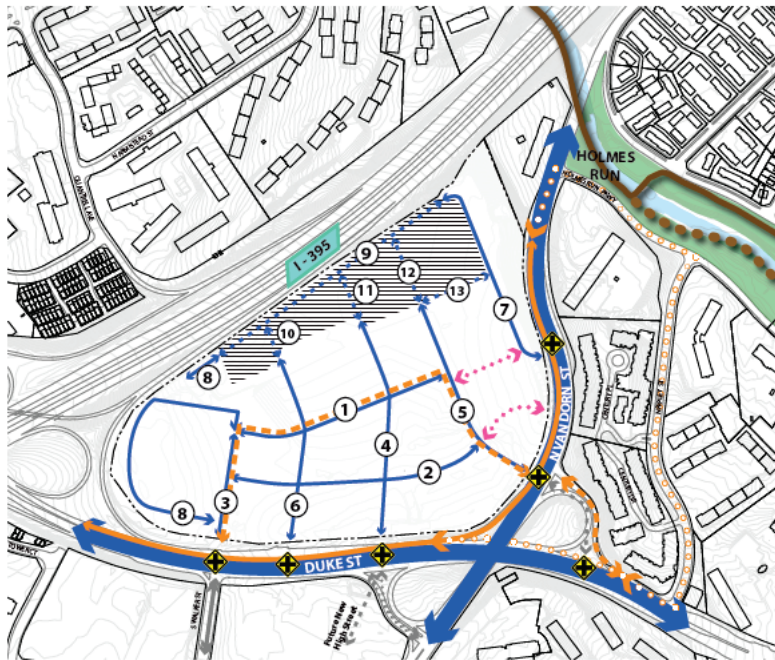


Notes:

1. Bicycle facilities may be a shared-use, enhanced bicycle corridor (dedicated lanes) or shared roadway (sharrow), consistent with the Transportation Master Plan.
2. Location of a potential connection is for illustrative purposes only. Final location will be in coordination with VDOT and the City.

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Figure 10: Pedestrian and Bicycle Facilities



LEGEND

Shared-use Trail	Framework Streets & Service Connections
Bike Facility as determined by CDD (1)	Future Extensions
Potential Bike Facility Planned by City (1)	Existing Above Grade Parking Structure to be Redeveloped with Future Phases
Existing Trail	Existing Connector
Planned Trail by city	Interim Connector
Potential Pedestrian/ Bicycle Bridge Connection (2)	Signalized Intersections
Pedestrian Connection (3)	

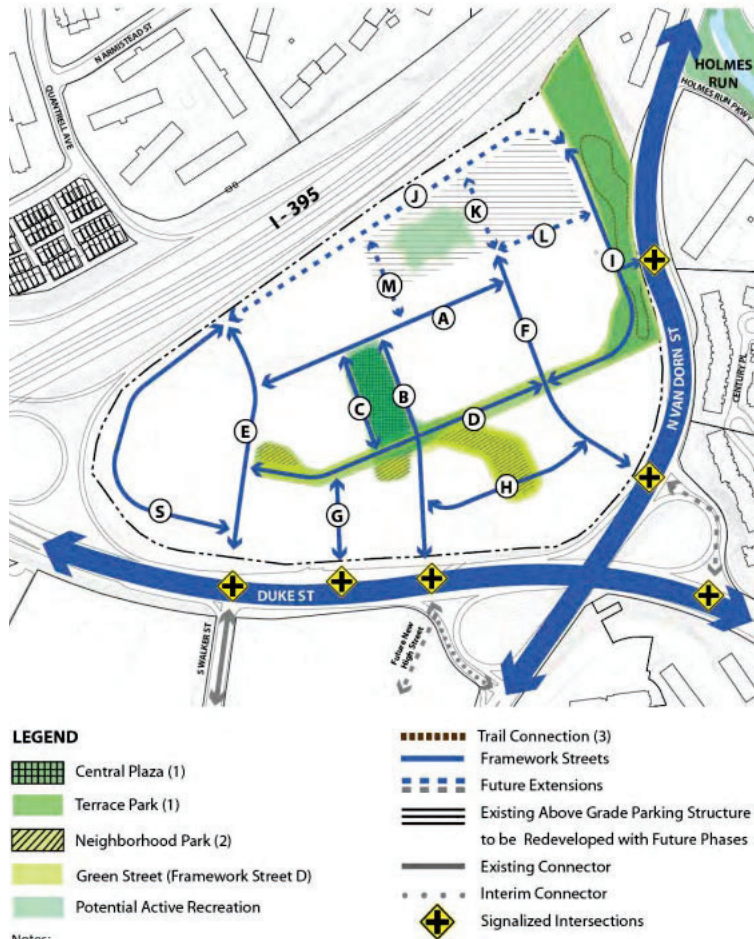
Notes:

1. Bicycle facilities may be a shared-use, enhanced bicycle corridor (dedicated lanes) or shared roadway (sharrow), consistent with the Transportation Master Plan.
2. Location of a potential connection is for illustrative proposes only. Final location will be in coordination with VDOT and the City.
3. Location of pedestrian connection from Road 5 to N. Van Dorn Street will be determined in the development review process.

Figure 12: Open Space

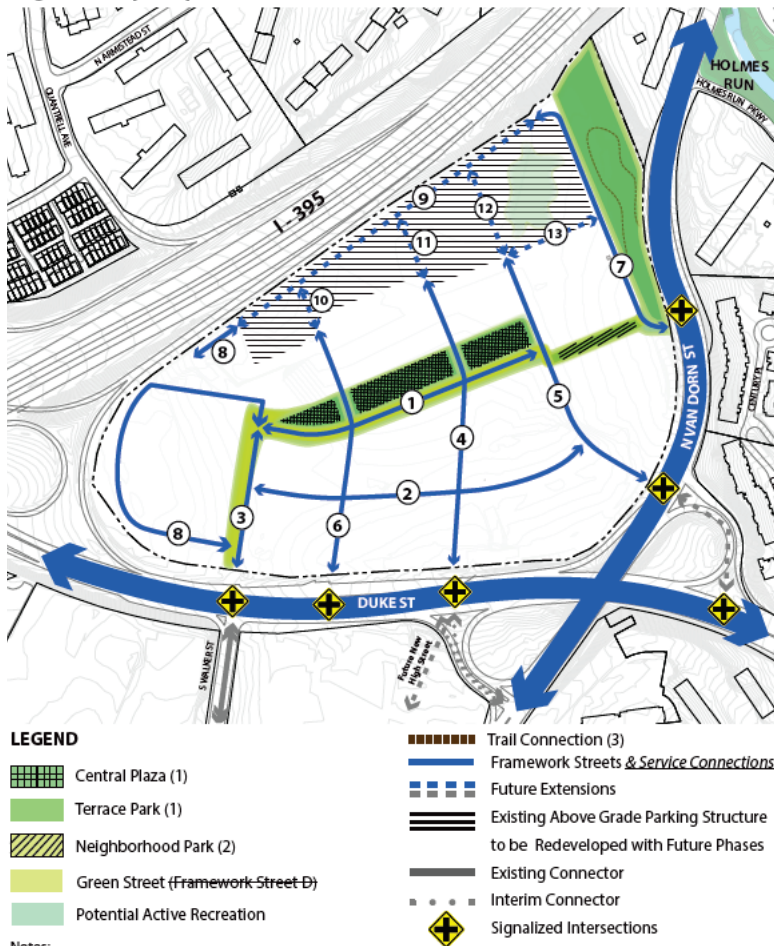
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Figure 12: Open Space



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Figure 12: Open Space



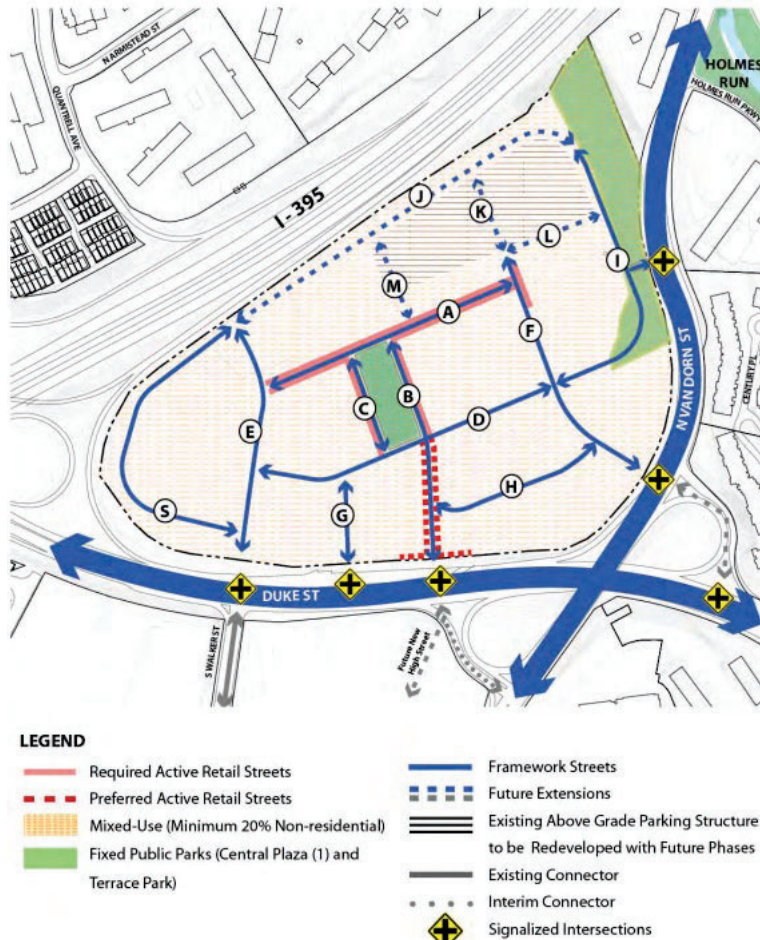
Notes:

1. The Central Plaza and Terrace Park will be provided in locations depicted in Figure 12.
2. The locations and sizes of Neighborhood Parks, with the exception of the paseo between Streets 5 and 7, will be determined as part of the development review process.
3. Trail connection in Terrace Park is for illustrative purposes only.
4. In addition to the minimum 3.5 acres of publicly accessible open space, a minimum of 25% open space at-or above-grade is required per development block. A hospital campus, if provided, may provide less than 25% for the campus, as determined by the CDD.
5. Potential Active Recreation use can be provided to the extent parking is not needed.

Figure 13: Land Use

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Figure 13: Land Use

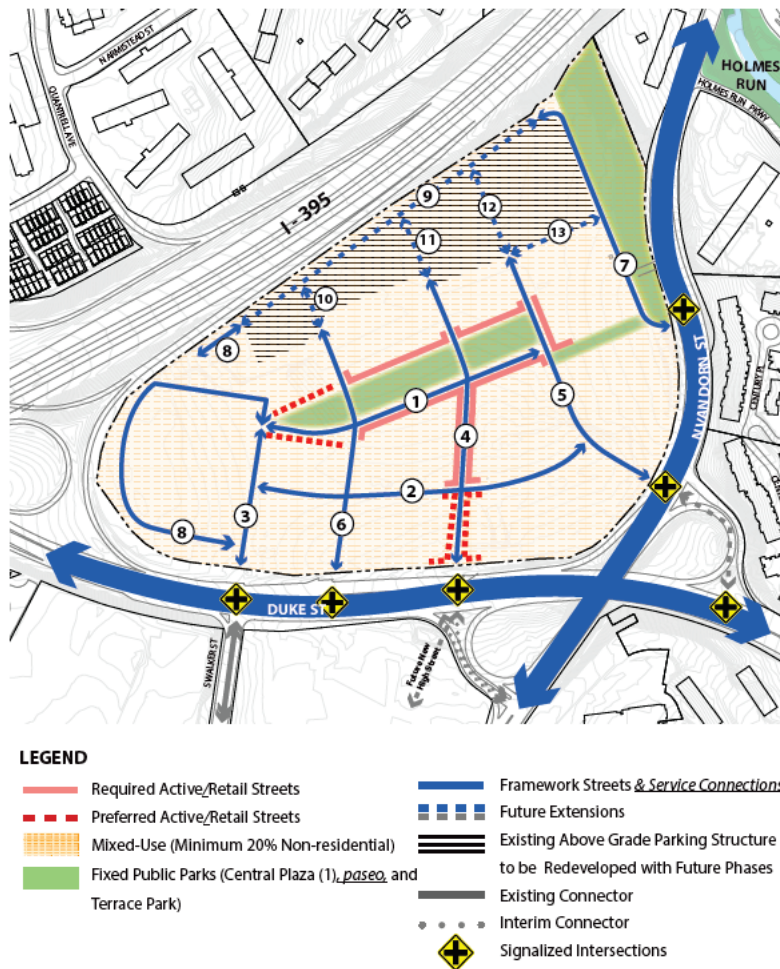


Notes:

1. May include one-story accessory structures consistent with the intent of the park, if approved as part of the development review process.

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Figure 13: Land Use



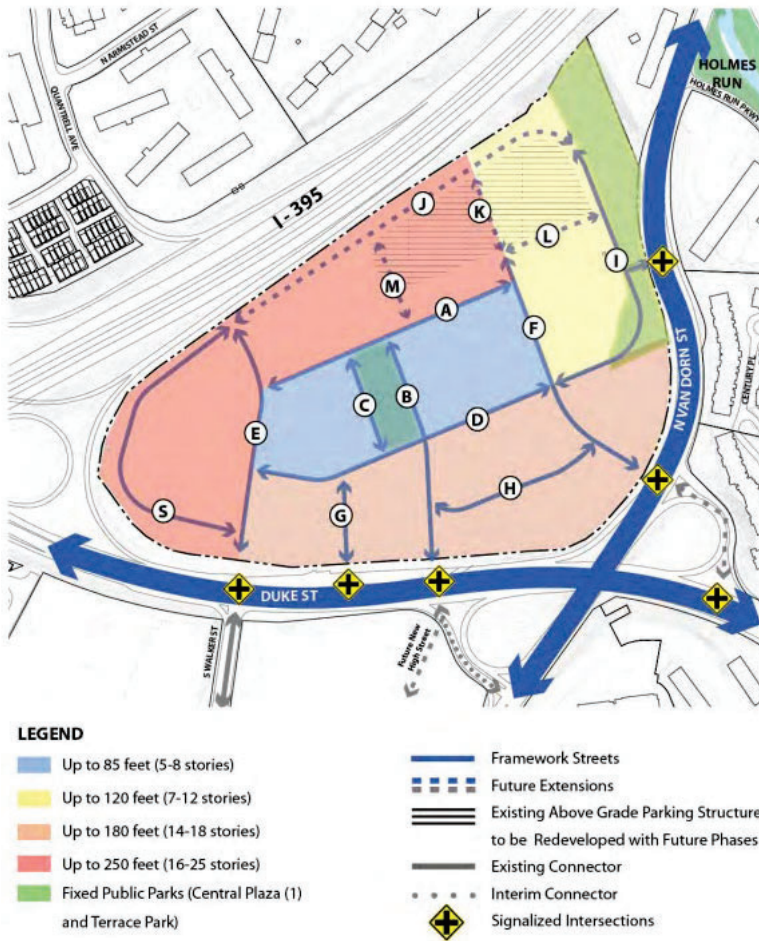
Notes:

1. May include one-story accessory structures consistent with the intent of the park, if approved as part of the development review process.

Figure 15: Building Height

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Figure 15: Building Height

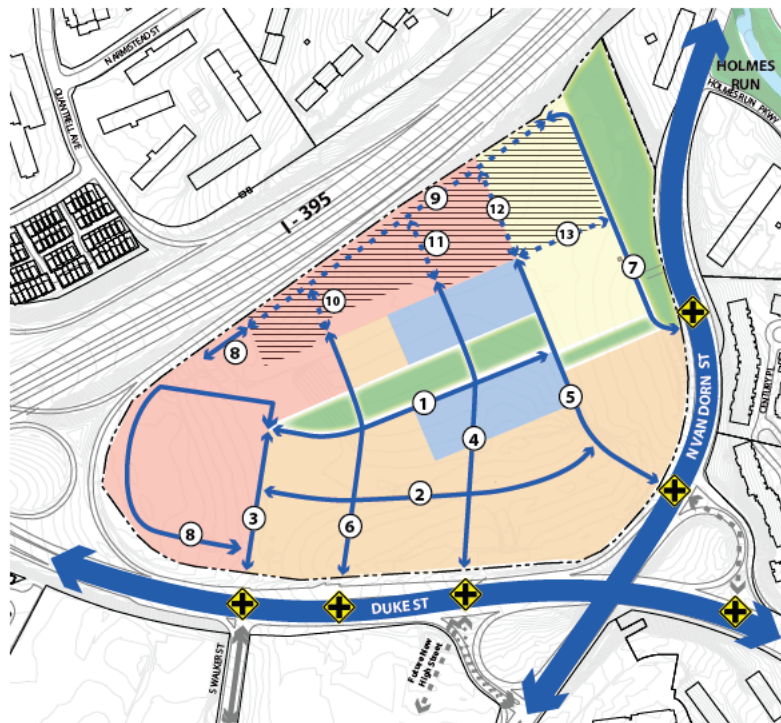


Notes:

1. May include one-story accessory structures consistent with the intent of the park, if approved as part of the development review process.

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Figure 15: Building Height



LEGEND

Up to 85 feet (5-8 stories)	Framework Streets & Service Connections
Up to 120 feet (7-12 stories)	Future Extensions
Up to 180 feet (14-18 stories)	Existing Above Grade Parking Structure to be Redeveloped with Future Phases
Up to 250 feet (16-25 stories)	Existing Connector
Fixed Public Parks (Central Plaza (1), Paseo, and Terrace Park)	Interim Connector
	Signaled Intersections

Notes:

1. May include one-story accessory structures consistent with the intent of the park, if approved as part of the development review process.

Figure 16: Building Streetwall, Gateway and Placemaking Opportunities

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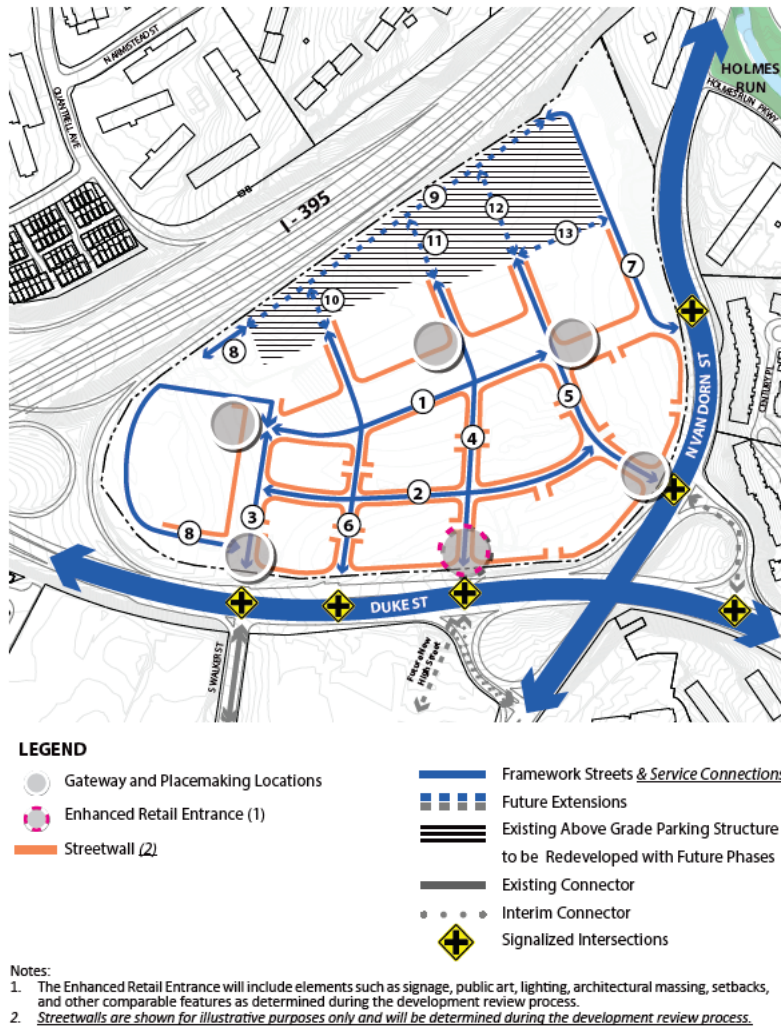
Figure 16: Building Streetwall, Gateway and Placemaking Opportunities



Notes:
1. The Enhanced Retail Entrance will include elements such as signage, public art, lighting, architectural massing, setbacks, and other comparable features as determined during the development review process.

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Figure 16: Building Streetwall, Gateway and Placemaking Opportunities



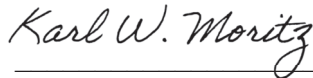
-
2. This resolution shall be signed by the Chairman of the Planning Commission and attested by its secretary, and a true copy of this resolution forwarded and certified to the City Council.

ADOPTED the 24th day of June 2021.



Nathan Macek, Chair
Alexandria Planning Commission

ATTEST:



Karl Moritz, Secretary